

# BookletChart<sup>TM</sup>

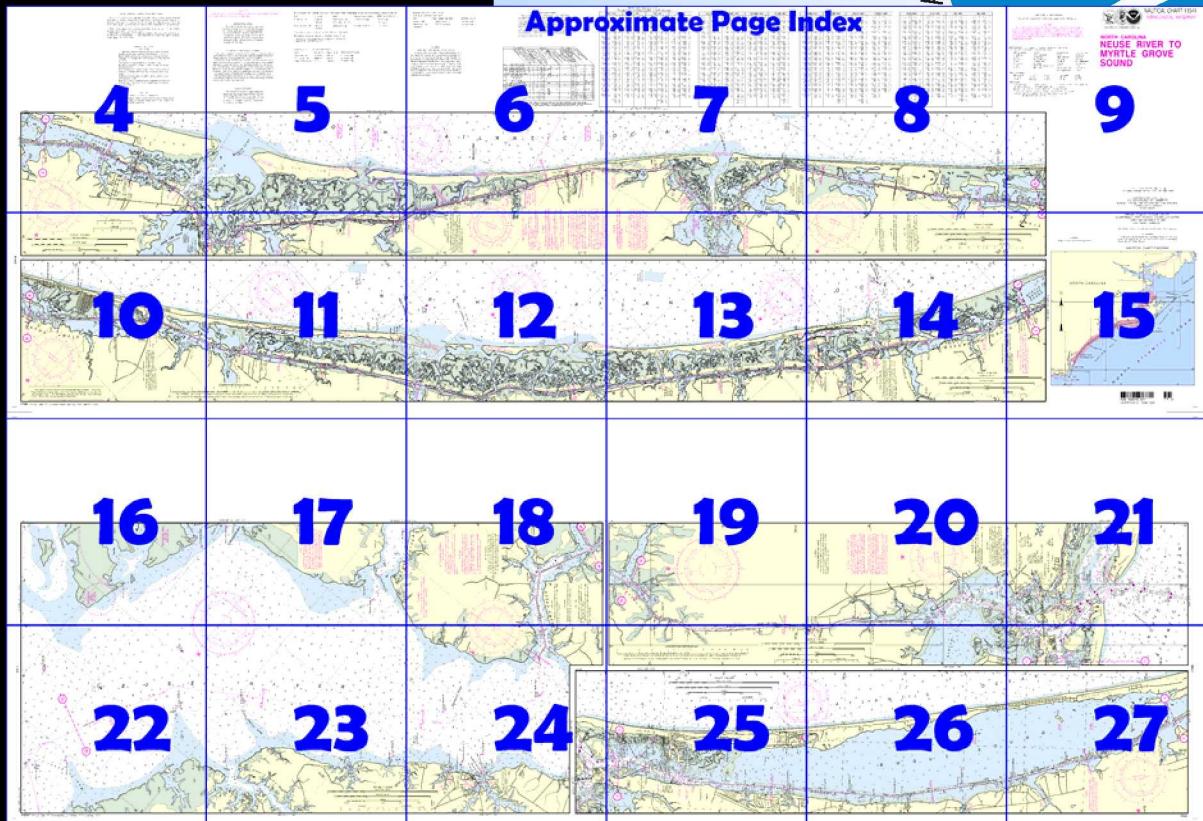
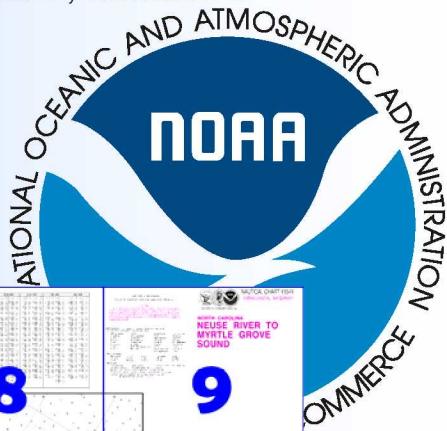
## Intracoastal Waterway - Neuse River to Myrtle Grove Sound

(NOAA Chart 11541)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*



## **What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

## **What is a BookletChart™?**

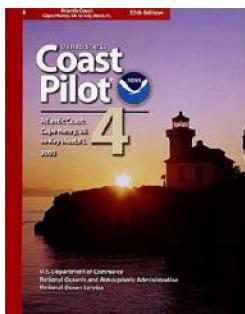
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

## **Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### **[Coast Pilot 4, Chapter 12 excerpts]**

(85) **Whittaker Creek, Mile 180.8**, is marked by lights and daybeacons. The entrance channel had a depth of 7 feet. Small-craft facilities are in the creek.

(86) **Oriental**. Fuel and supplies are available.

(87) The Intracoastal Waterway leaves Neuse River 15 miles above the mouth and follows a channel to **Adams Creek Canal** that connects with **Core Creek**. A marina, through a canal on the west side of the waterway, **Mile 194.2**,

has berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies, launching ramp and wet storage. 6 feet was in the approach and alongside. A boatyard south of the bridge at **Mile 196.1** has berths, electricity and dry storage. A small-craft facility at **Mile 197.3** has berths, electricity, gasoline, diesel fuel, water, ice, launching ramp, pump-out station, marine supplies, and wet and dry storage.

(89) **Calico Creek**; the depth was 9½ feet in the channel, thence 5 feet in the basin. The channel is marked by a buoy and daybeacons. Berthage with electricity, gasoline, diesel fuel, water, ice, pump-out station, wet storage and marine supplies are available.

(90) At **Mile 203.8** the railroad bridge and Route 70 bridge cross the channel. The railroad span has a clearance of 4 feet.

(91) The waterway passes through the deepwater turning basin at Morehead City. Small-craft operators are cautioned that large oceangoing vessels may be engaged in maneuvers in the basin. The turns off the State Ports Authority are blind for craft traveling in either direction.

(92) **Morehead City**. At **Mile 204.7** a channel leads northward from the waterway thence westward along the south side of the city and rejoins the waterway at **Mile 206.0**. A turning basin is midlength of the channel. The depths were 6 feet from the entrance to the turning basin, thence 7 feet in the basin, thence 4 feet to the west entrance. The channel is marked by daybeacons. There are small-craft facilities in Morehead City. Hotel and motel accommodations are available.

(94) The resorts, **Money Island Beach, Mile 205.7**, and **Atlantic Beach, Mile 207.0**, are west of Fort Macon. Boats reach the beaches through channels that branch from the Intracoastal Waterway at **Mile 205.5**.

**Money Island Channel** leads southwest to the beach, and **Causeway Channel** leads west to the causeway, thence south to the beach. The depth was 3.1 feet in Causeway Channel, thence 3.3 feet in Money Island Channel. There are piers at the beaches where berthage with electricity, gasoline, diesel fuel, water, ice, wet and dry storage, launching ramps, and marine supplies are available.

(95) **Mile 209.2**, a channel with a depth of 2.9 feet extended northward from the waterway into **Peletier Creek**. The channel is marked by daybeacons. Several small-craft facilities provide berthage with electricity, gasoline, diesel fuel, water, ice, wet and dry storage, launching ramps, and marine supplies.

(96) **Spooner Creek, Mile 210.5**, there is a marina with 8 feet of water alongside the piers. Berthage with electricity, gasoline, diesel fuel, water, ice, and wet storage are available. 6 feet was in the marked entrance channel.

(98) **Bogue Inlet**, the waterway passes around the head of the marshes to **Swansboro, Mile 228.9**. A side channel with a depth of 12 feet branches from the Intracoastal Waterway at **Mile 228.9** near Light "46C" and extends to a turning basin near the bridge. There are small-craft facilities close to Swansboro.

(99) **Mile 231.4, Cow Channel**, marked by daybeacons, leads southeast to Hammocks Beach State Park on Bear Island where picnicking and primitive camping are permitted. Small craft dock at the two ferry slips at the park. **Prohibited and danger areas** are along the waterway from **Mile 235.1 to mile 240.7**. A safety zone is from **Miles 235.2 to Mile 245.2**. A bridge at **Mile 240.7** has a clearance of 12 feet; the northwest draw only is used.

(100) **Mile 244.5**, a channel marked by daybeacons leads to a turning basin at the Marine Corps facility at **Mile Hammock Bay**. The were 6½ feet in the entrance channel and 9 feet in the turning basin. At **New River** dangerous cross currents will be encountered in crossing the inlet.

(101) At **Swan Point, Mile 247.0** is a marina with berths, electricity, gasoline, diesel fuel, launching ramp, water, ice, and wet and dry storage.

(102) **Alligator Bay and Stump Sound**. Routes 50-210 bridge at **Mile 260.7** has a clearance of 12 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KU-6044.

(103) A bulkhead with depths of 5 feet alongside at the bridge at **Mile 260.7**. Gasoline, diesel fuel, water, electricity, and marine supplies may be obtained; a small-boat launching ramp is available.

(105) **Mile 266.3**, a marina has berths, electricity, gasoline, diesel fuel, launching ramp, water, ice, pump-out station, and wet storage available.

(107) The Figure Eight Island highway bridge with a clearance of 20 feet crosses the waterway at **Mile 278.1**. The bridgetender can be contacted on VHF-FM channels 13 and 16.

# Table of Selected Chart Notes

<p><b>NOTE D</b> NOTE D FIXED BRIDGE HOR CL 10 FT VERT CL 7 FT</p>	<p><b>CAUTION</b> Improved channels shown by broken lines are subject to shoaling, particularly at the edges.</p>
<p><b>NOTE B</b> NOTE B FIXED BRIDGE HOR CL 10 FT VERT CL 16 FT CWD PWR CAB HOR BASCULE BRIDGE HOR CL 80 FT VERT CL 4 FT SUBMERGED CABLE AT DRAW</p>	<p><b>RACING BUOYS</b> Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.</p>
<p><b>NOTE C</b> HWY BASCULE BRIDGE HOR CL 60 FT VERT CL 13 FT CWD PWR CAB AUTM CL 87 FT HOR BASCULE BRIDGE (ruins)</p>	<p><b>CAUTION</b> Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus: ○(Accurate location) o(Accurate location)</p>
<p><b>CAUTION</b> NEW RIVER INLET</p> <p>The entrance and delta channels are subject to change. The buoys are not charted because they are frequently shifted in position.</p>	<p><b>HEIGHTS</b> Heights in feet above Mean High Water.</p>
<p><b>NOTE B</b> Unexploded ordnance has been found in water and on land near this location. Vessels should avoid this area and in no case anchor or ground their vessels on these islands.</p>	<p><b>CAUTION</b> Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.</p>
<p><b>DA IV</b> - <b>CAUTION</b> Entrances and Channels</p> <p>The channels at the entrances to the inlets and the channels to the Intracoastal Waterway on this chart are subject to continuous change. The buoys in New Topsail Inlet, Masonboro Inlet and Bogue Inlet are not charted because they are frequently shifted in position.</p>	<p><b>FISHING AND HUNTING STRUCTURES</b> Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.</p>
<p>All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.</p>	<p><b>ACKNOWLEDGMENT</b> The National Ocean Service acknowledges the exceptional cooperation received from members of the Cape Fear Power Squadrons, District 27, United States Power Squadrons, for continually providing essential information for revising this chart.</p>
<p><b>CAUTION</b> Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.</p>	<p><b>NOTE A</b> Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, VA, or at the Office of the District Engineer, Corps of Engineers in Wilmington, NC. Refer to charted regulation section numbers.</p>
<p><b>NOTE A</b> Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, VA, or at the Office of the District Engineer, Corps of Engineers in Wilmington, NC. Refer to charted regulation section numbers.</p>	<p><b>CAUTION</b> The U.S. AIDS to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.</p> <p>Aids to navigation marking the intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.</p> <p>When following the intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.</p> <p>A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the intracoastal Waterway.</p>
<p><b>CAUTION</b> Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.</p>	<p><b>WARNING</b> The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.</p>
<p>All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.</p>	<p><b>INTRACOASTAL WATERWAY AIDS</b> The U.S. AIDS to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.</p> <p>Aids to navigation marking the intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.</p> <p>When following the intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.</p> <p>A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the intracoastal Waterway.</p>
<p><b>DANGER</b> Unexploded projectiles exist in the waterways east of the Intracoastal Waterway from Bear Inlet to Onslow Beach Bridge.</p>	<p><b>CAUTION</b> Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.</p>
<p><b>CAUTION</b> Improved channels shown by broken lines are subject to shoaling, particularly at the edges.</p>	<p><b>CAUTION</b> For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.</p>
<p><b>CAUTION</b> The entrance and delta channels are subject to change. The buoys are not charted because they are frequently shifted in position.</p>	<p><b>INTRACOASTAL WATERWAY</b> Project Depths 12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.</p> <p><b>Distances</b> The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: —————— The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.</p> <p><b>INTRACOASTAL WATERWAY</b> Project Depths 12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.</p> <p><b>Distances</b> The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: —————— Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4. Courses are TRUE and must be CORRECTED for any variation and compass deviation.</p>
<p><b>CAUTION</b> All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.</p>	<p><b>CAUTION</b> The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: —————— Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4. Courses are TRUE and must be CORRECTED for any variation and compass deviation.</p>
<p><b>CAUTION</b> Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.</p>	<p><b>PRINT-ON-DEMAND CHARTS</b> NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <a href="http://NauticalCharts.gov">http://NauticalCharts.gov</a>, <a href="mailto:help@NauticalCharts.gov">help@NauticalCharts.gov</a>, or OceanGrafix at 1-877-56CHART, <a href="http://OceanGrafix.com">http://OceanGrafix.com</a>, or <a href="mailto:help@OceanGrafix.com">help@OceanGrafix.com</a>.</p>
<p><b>CAUTION</b> The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.</p>	<p><b>SUPPLEMENTAL INFORMATION</b> Consult U.S. Coast Pilot 4 for important supplemental information.</p>
<p><b>CAUTION</b> For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.</p>	<p><b>CAUTION</b> Additional information can be obtained at <a href="http://nauticalcharts.noaa.gov">nauticalcharts.noaa.gov</a>.</p>
<p><b>AUTHORITIES</b> Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.</p>	<p><b>HURRICANES AND TROPICAL STORMS</b> Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.</p> <p>Charted soundings, channel depths, and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.</p> <p>Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.</p>

#### PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and US Coast Guard Auxiliary (USCGAux), national organizations of boaters, conduct extensive boating instruction programs in communities throughout the United States. For more information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, P.O. Box 30423, Raleigh, NC 27612, Tel. 919-821-0281.  
USCGAUX - 5th Coast Guard District, Federal Building, 431 Crawford St., Portsmouth, VA 23704-5004, Tel. 804-398-6208 or USCG Headquarters (G-BAU), Washington, DC 20593-0001

RULES OF THE ROAD  
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper. In a narrow channel, the safe passage of a vessel which can navigate only in the channel.

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels whenever safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U. S. Coast Guard publication "Navigation Rules."

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**

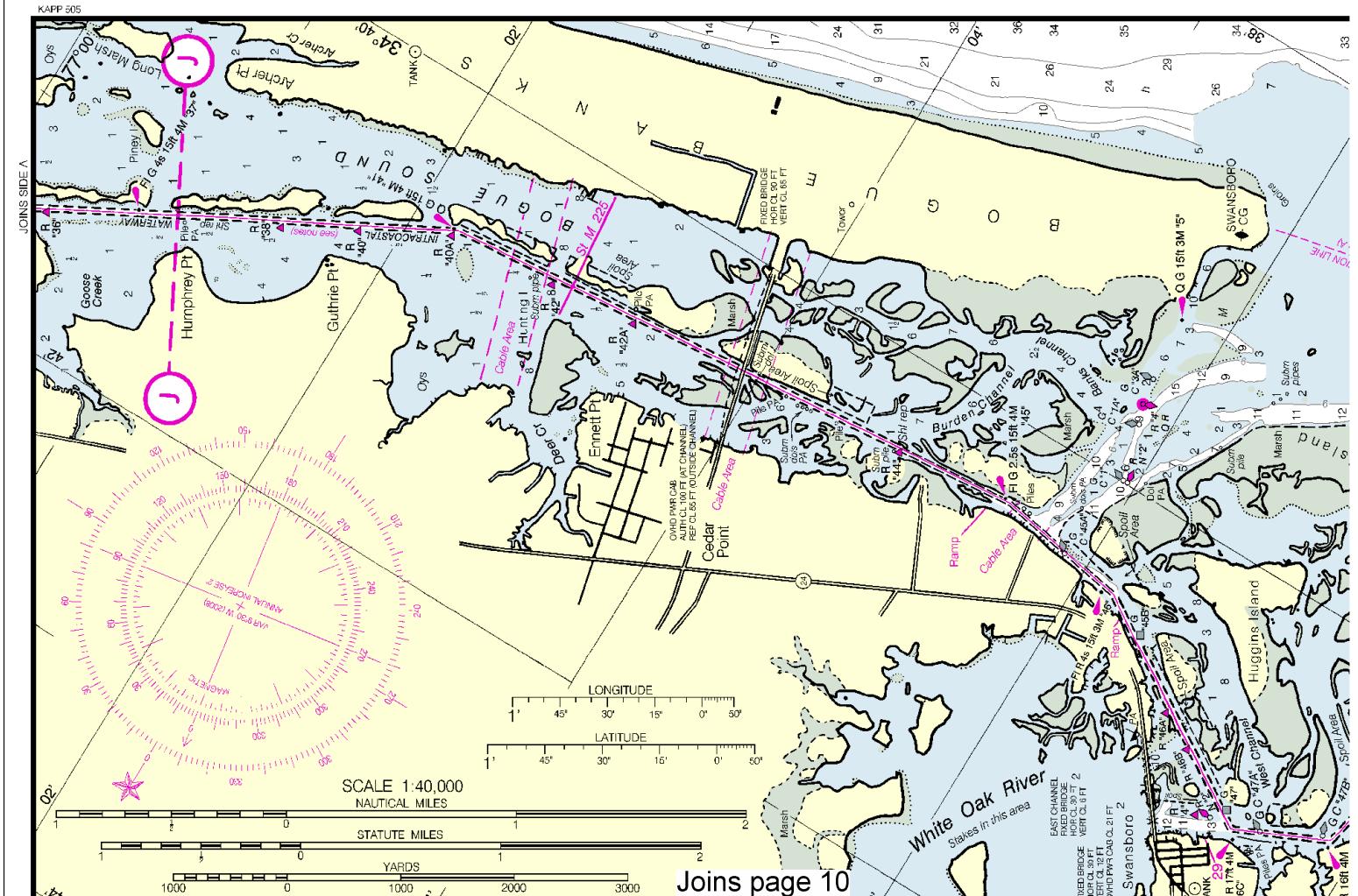
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for charting  
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from charted locations  
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Printed at reduced scale.

~~SCALE 1:40,000~~  
Nautical Miles

**See Note on page 5.**

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#### FACILITIES

: marine facilities are shown by large magenta numbers  
to the facility tabulator.

#### HORIZONTAL DATUM

: horizontal reference datum of this chart  
h American Datum of 1983 (NAD 83), which  
arting purposes is considered equivalent  
World Geodetic System 1984 (WGS 84).  
graphic positions referred to the North  
can Datum of 1927 must be corrected an  
ge of 0.588° northward and 1.157° eastward  
ee with this chart.

#### HURRICANES AND TROPICAL STORMS

pical storms and other major storms may cause  
ce to marine structures, aids to navigation and moored  
submerged debris in unknown locations.  
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these storms. Fixed aids to navigation may have been  
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#### ACKNOWLEDGMENT

e National Ocean Service acknowledges the  
ional cooperation received from members  
Cape Fear Power Squadrons, District  
ited States Power Squadrons, for  
ually providing essential information  
ising this chart.

#### BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES	SPECIAL WARNING
Fl Macon, NC	NMN-37 (USCG)	*2670 (A3H) kHz 157.1 MHz (Ch. 22)	7:40am, 8:03pm	*On receipt *On receipt
Cape Hatteras, NC	NMN-13 (USCG)	2670 (A3H) kHz	+8:33am, 8:33pm	On receipt

\*Preceded by announcement on 2182 kHz and 156.8 MHz.

+Broadcast one hour later during Daylight Saving Time.

Distress calls for small craft are made on 2132 kHz or  
channel 16 (156.80 MHz) VHF.

#### MARINE WEATHER FORECASTS

NATIONAL WEATHER SERVICE

CITY	TELEPHONE
Newport, NC	*(252) 2
Wilmington, NC	*(910) 7

\*Recorded

#### PRINT-ON-DEMAND

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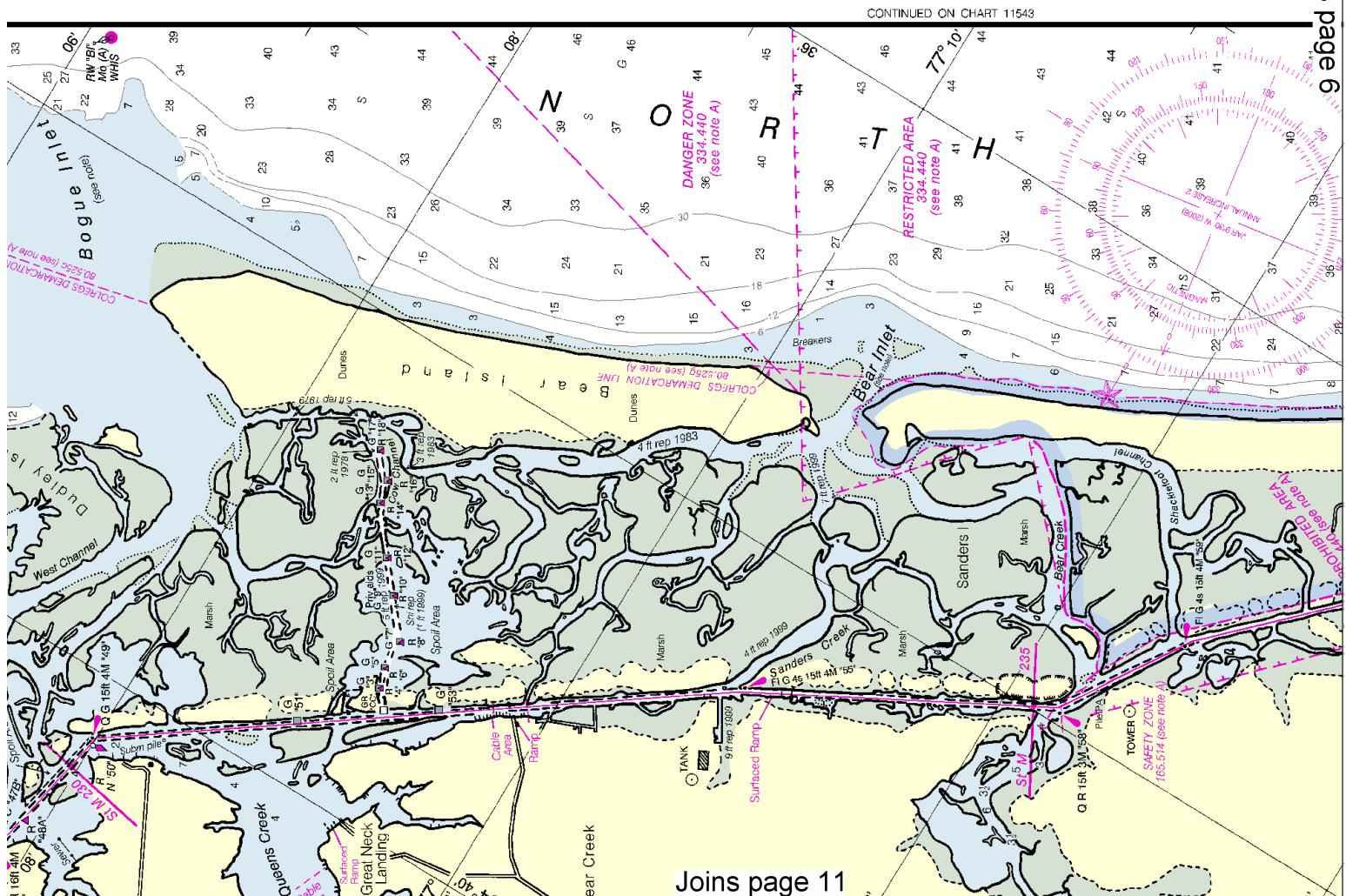
#### CAUTION

#### WARNINGS CONCERNING LIGHTHOUSE

The "Rules of the Road" state that  
not impede the passage of a vessel  
within a narrow channel or fairway  
appear to move slowly due to their  
transit at speeds in excess of 12 k  
distance in which to maneuver or  
superstructure may block the way.  
sailboats and sailboards may unexpectedly  
unable to maneuver. Bow and stern  
to small vessels. Large vessels may  
craft close to their bows.

#### NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (kHz)	BROADCAST TIMES
New Bern, NC	KEC-84	162.40	24 hours daily
Wilmington, NC	KHB-31	162.55	24 hours daily
Cape Hatteras, NC	KIG-77	162.475	24 hours daily



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER
Newport, NC	*(252) 223-5737
Wilmington, NC	*(910) 762-4289

**OFFICE HOURS**

\*Recorded

#### PRINT-ON-DEMAND CHARTS

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**CAUTION**

#### **WARNINGS CONCERNING LARGE VESSELS**

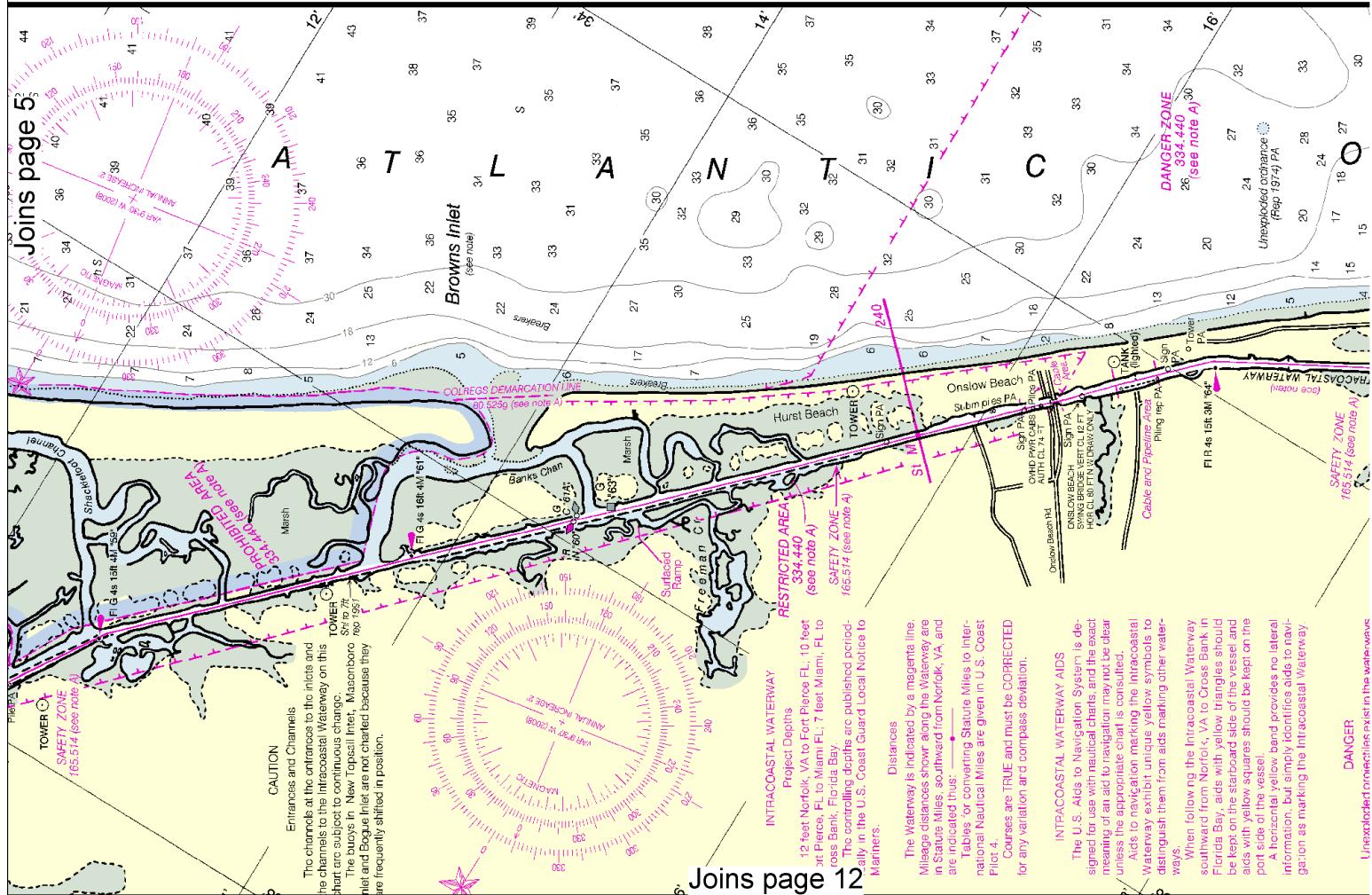
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboarders may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

NO	NAME	ADDRESS	CITY	STATE	ZIP	TELEPHONE	E-MAIL	WEBSITE	CHARTSIDE	DEPTHS	SERVICES	SUPPLIES	
SMALL CRAFT FACILITY	ANCHORAGES	ALONGSHORE FEET (REPORTED)	BERTH TRANSFERS (REPORTED)	TRANSFERS	REFILLS	MARINE ELECTRICITY	LIFT CAPACITY	RAILWAY FEET	BOAT RENTAL	FOOD LODGING	WATER	DIESEL	
1	ORIENTAL MARINA & INN	A	11	B	E				F L	T SLP		W I	D G
1E	DEATON YACHT SERVICES	A	6	B	E	HMR	35			T S P	D	W	D G
2	ORIENTAL HARBOR MARINA	A	11	6.5	E				F L	T SLP	C W I G		D G
3	WHITAKER POINTE MARINA	A	12	6	E					T SLP	W	W I G H	D G
9C	WHITAKER CREEK YACHT HARBOUR	A	7.5	9.5	E	MR			C S F	T SLP	W C W I H	D G	
3D	SAILCRAFT SERVICE	A	6	6	B	E	HMR	25		T SLP	D	W	D C
4A	SEA GATE MARINA	A	6	4	B	E S				T SLP	W	W I G H B T	D G
5	JAHRETT BAY BOAT WORKS	A	8	6	B	E	HMR	50		T S P	W D	W I G H B T	D G
6	GRACE HARBOR MARINA	A	8	8	E	S			C C S	F L	T SLP		D G
7	TOWN CREEK MARINA	A	12	12	B	E	HMR	50		T SLP	W D C W I G H B T	D G	
9	BEAUFORT DOCKS MARINA	A	15	15	B	E			R H F	T SLP	W	W I	D
11	PORTSIDE MARINA	A	35	10	B	E	HMR		M C	T SLP	D C W I H B T D		D G
12	MOREHEAD CITY YACHT BASIN	A	14	10	B	E	HMR		F	T SLP	W	W I	D G
13	SPOOCHER CREEK MARINA	A	7	12	B	E				T SLP	W C W I G		D G
14	OLDE TONNE YACHT CLUB	A	12	12	B	E				T SLP		W I	D G
29	CASPER'S MARINA	B	12	4	B	E	H M	5		T S P		W I G H B T D G	
34	BEACH HOUSE MARINA	B	6.5	8	B	E	H M			T S P		W I H	D G
34A	HARBOUR VILLAGE MARINA	B	7	7	B	E S	H M R		F	T SLP	W C W I		D G
40	SEAPATH YACHT CLUB	B	12	12	B	E				T SLP	C W I G		D G
41	WRIGHTSVILLE BEACH MARINA	B	16	16	B	E			F L	T SLP		W I	D G
44B	BRIDGE TENDER MARINA	B	20	20	B	E			C F	T P		W I	B D G

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.  
THE TABULATED "APPROACH FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.  
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

DECEMBER 2008					
	Time h.m.	Ht. °	Day h.m.	Time h.m.	I
I 0441	0	16	0529		
M 1345	0	16	1815		
T 1733	0	16	1815		
2320	2.0				
2 0522	0	17	0331		
M 1049	0	17	0326		
T 1613	0	17	1245		
2100	0.3				
S 0003	2.0	18	0130		
W 0557	2.0	18	0720		
1254	2.0				
1854	0.3				
4 0049	2	19	0219		
M 0549	2	19	0219		
T 1314	2	19	0219		
1936	0.3	2054			
S 0140	2	20	0319		
M 0541	2	20	0319		
T 1401	2	20	5326		
2023	0.3				
S 0255	2	21	0419		
W 0855	2	21	0326		
1456	2	21	0326		
2115	0.3	2230			
S 0332	2	22	0513		
M 0932	2	22	0513		
T 1556	2	22	0513		
2207	0.3	2226			
S 0421	2	23	0605		
M 1021	2	23	0605		
T 1645	2	23	0605		
2353	2	23	1620		
S 0529	2	24	0717		
W 1202	0	24	0852		
1757	0	24	0852		
2358	-0.2	1904			
I 0656	2	25	1013		
W 1336	2	25	1013		
1900	2	25	1947		
IH 0951	-0.4	26	0817		
Th 0722	-0.4	26	0817		
1345	-0.2	0826			
1945	-0.2	0826			
2040	2.4	2104			
I 0146	-0.5	27	0227		
W 0817	0	27	0556		
1447	0	27	0556		
2040	2.4	2104			
I 0241	-0.5	28	0306		
Sa 0941	-0.5	28	0306		
1544	-0.4	28	0306		
2154	-2.4	2143			
I 1403	-0.5	29	1006		
Sa 1003	-0.5	29	1006		
1544	-0.4	29	1006		
2226	-0.2	2920			
I 0432	-0.4	30	0423		
W 1058	0	30	1545		
1737	0	30	1545		
2324	-0.2	2259			
31 0502					
W 1202					
1740					
2336					

Formerly 833-SC, 1st Ed., 1964



Printed at reduced scale.

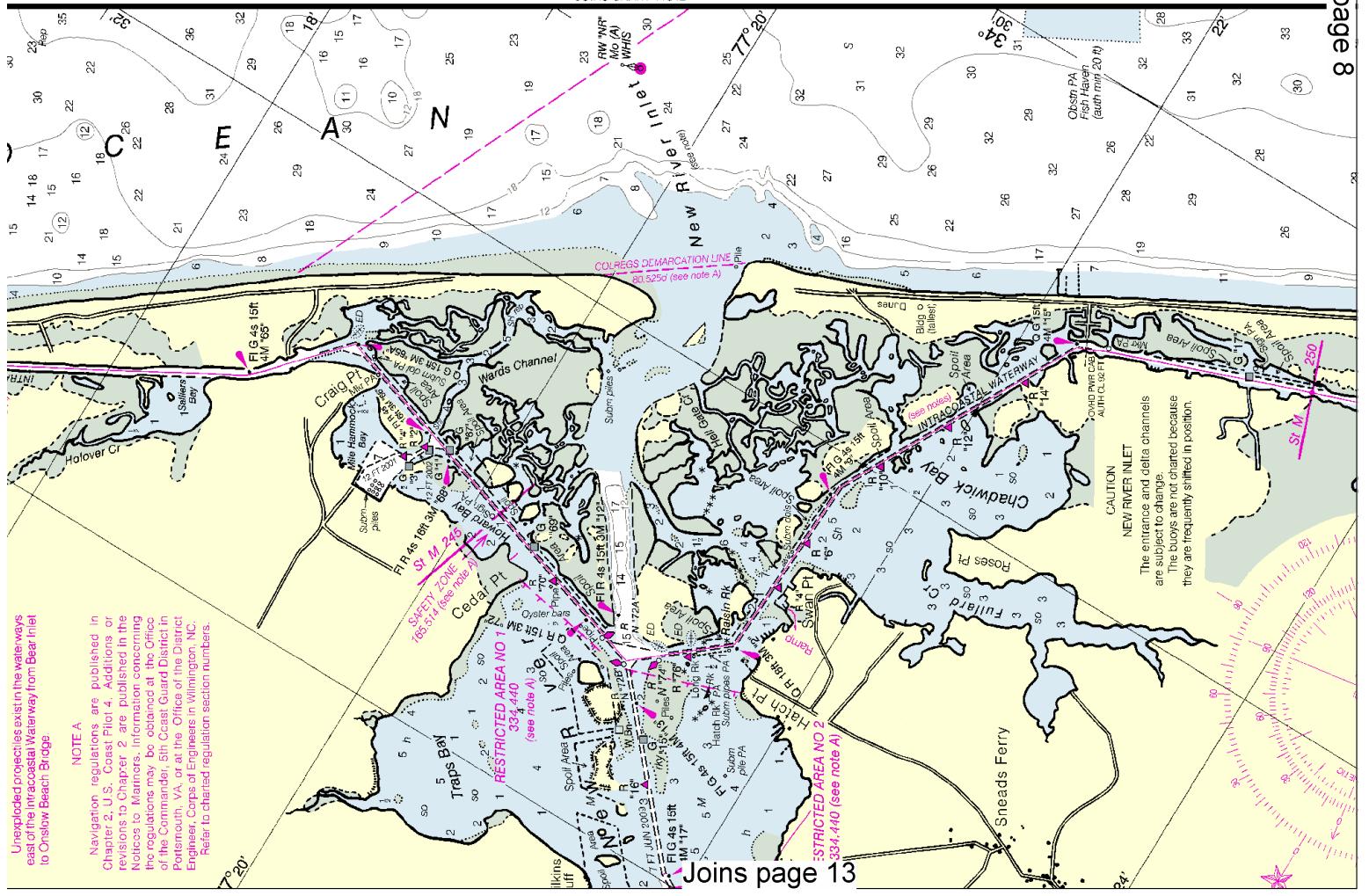
~~SCALE 1:40,000~~  
Nautical Miles

[See Note on page 5.](#)



HAMPTON ROADS (Sewells Pt.), VA.  
Local heights of high and low water—Eastern Standard Time. For Daylight Saving time, add 1 hour.

Joins page 8



Unexploded projectiles exist in the waterways east of the Intracoastal Waterway from Bear Inlet to Onslow Beach Bridge.

**NOTE A** Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or Notices to Mariners. Information concerning navigation regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, VA, or at the Office of the District Engineer, Corps of Engineers in Wilmington, NC. Refer to charted regulation section numbers.

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0810 2/23/2010,

**NGA Weekly Notice to Mariners: 1010 3/6/2010,  
Canadian Coast Guard Notice to Mariners: n/a .**

7

AUGUST 2009			SEPTEMBER 2009			OCTOBER 2009			NOVEMBER 2009				
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.		
S 0624	2:0	9.3	S 0435	9:3	9	I 0038	0:6	16 0026	0:3	I 0036	0:5	I 0049	C:0
S 1624	2:0	9.3	Tu 0832	2:4	W 0026	2:8	Tu 0948	2:5	F 0307	2:0	Bu 0110	0:2	
S 1800	2:0	9.3	W 0027	2:7	W 0027	2:7	Tr 0948	2:7	Tr 0948	2:7	M 0834	0:1	
S 1817	2:0	9.3	1900	2:7	1901	3:1	1901	2:7	1931	2:9	1951	2:4	
S 1821	2:0	9.3	1902	2:7	1902	2:7	1902	2:7	1932	2:9	1952	2:4	
S 1827	2:0	9.3	1903	2:7	1903	2:7	1903	2:7	1933	2:9	1953	2:4	
S 1831	2:0	9.3	1904	2:7	1904	2:7	1904	2:7	1934	2:9	1954	2:4	
S 1837	2:0	9.3	1905	2:7	1905	2:7	1905	2:7	1935	2:9	1955	2:4	
S 1841	2:0	9.3	1906	2:7	1906	2:7	1906	2:7	1936	2:9	1956	2:4	
S 1845	2:0	9.3	1907	2:7	1907	2:7	1907	2:7	1937	2:9	1957	2:4	
S 1850	2:0	9.3	1908	2:7	1908	2:7	1908	2:7	1938	2:9	1958	2:4	
S 1854	2:0	9.3	1909	2:7	1909	2:7	1909	2:7	1939	2:9	1959	2:4	
S 1858	2:0	9.3	1910	2:7	1910	2:7	1910	2:7	1940	2:9	1960	2:4	
S 1902	2:0	9.3	1911	2:7	1911	2:7	1911	2:7	1941	2:9	1961	2:4	
S 1906	2:0	9.3	1912	2:7	1912	2:7	1912	2:7	1942	2:9	1962	2:4	
S 1910	2:0	9.3	1913	2:7	1913	2:7	1913	2:7	1943	2:9	1963	2:4	
S 1914	2:0	9.3	1915	2:7	1915	2:7	1915	2:7	1944	2:9	1964	2:4	
S 1918	2:0	9.3	1916	2:7	1916	2:7	1916	2:7	1945	2:9	1965	2:4	
S 1922	2:0	9.3	1917	2:7	1917	2:7	1917	2:7	1946	2:9	1966	2:4	
S 1926	2:0	9.3	1918	2:7	1918	2:7	1918	2:7	1947	2:9	1967	2:4	
S 1930	2:0	9.3	1919	2:7	1919	2:7	1919	2:7	1948	2:9	1968	2:4	
S 1934	2:0	9.3	1920	2:7	1920	2:7	1920	2:7	1949	2:9	1969	2:4	
S 1938	2:0	9.3	1921	2:7	1921	2:7	1921	2:7	1950	2:9	1970	2:4	
S 1942	2:0	9.3	1922	2:7	1922	2:7	1922	2:7	1951	2:9	1971	2:4	
S 1946	2:0	9.3	1923	2:7	1923	2:7	1923	2:7	1952	2:9	1972	2:4	
S 1950	2:0	9.3	1924	2:7	1924	2:7	1924	2:7	1953	2:9	1973	2:4	
S 1954	2:0	9.3	1925	2:7	1925	2:7	1925	2:7	1954	2:9	1974	2:4	
S 1958	2:0	9.3	1926	2:7	1926	2:7	1926	2:7	1955	2:9	1975	2:4	
S 1962	2:0	9.3	1927	2:7	1927	2:7	1927	2:7	1956	2:9	1976	2:4	
S 1966	2:0	9.3	1928	2:7	1928	2:7	1928	2:7	1957	2:9	1977	2:4	
S 1970	2:0	9.3	1929	2:7	1929	2:7	1929	2:7	1958	2:9	1978	2:4	
S 1974	2:0	9.3	1930	2:7	1930	2:7	1930	2:7	1959	2:9	1979	2:4	
S 1978	2:0	9.3	1931	2:7	1931	2:7	1931	2:7	1960	2:9	1980	2:4	
S 1982	2:0	9.3	1932	2:7	1932	2:7	1932	2:7	1961	2:9	1981	2:4	
S 1986	2:0	9.3	1933	2:7	1933	2:7	1933	2:7	1962	2:9	1982	2:4	
S 1990	2:0	9.3	1934	2:7	1934	2:7	1934	2:7	1963	2:9	1983	2:4	
S 1994	2:0	9.3	1935	2:7	1935	2:7	1935	2:7	1964	2:9	1984	2:4	
S 1998	2:0	9.3	1936	2:7	1936	2:7	1936	2:7	1965	2:9	1985	2:4	
S 2002	2:0	9.3	1937	2:7	1937	2:7	1937	2:7	1966	2:9	1986	2:4	
S 2006	2:0	9.3	1938	2:7	1938	2:7	1938	2:7	1967	2:9	1987	2:4	
S 2010	2:0	9.3	1939	2:7	1939	2:7	1939	2:7	1968	2:9	1988	2:4	
S 2014	2:0	9.3	1940	2:7	1940	2:7	1940	2:7	1969	2:9	1989	2:4	
S 2018	2:0	9.3	1941	2:7	1941	2:7	1941	2:7	1970	2:9	1990	2:4	
S 2022	2:0	9.3	1942	2:7	1942	2:7	1942	2:7	1971	2:9	1991	2:4	
S 2026	2:0	9.3	1943	2:7	1943	2:7	1943	2:7	1972	2:9	1992	2:4	
S 2030	2:0	9.3	1944	2:7	1944	2:7	1944	2:7	1973	2:9	1993	2:4	
S 2034	2:0	9.3	1945	2:7	1945	2:7	1945	2:7	1974	2:9	1994	2:4	
S 2038	2:0	9.3	1946	2:7	1946	2:7	1946	2:7	1975	2:9	1995	2:4	
S 2042	2:0	9.3	1947	2:7	1947	2:7	1947	2:7	1976	2:9	1996	2:4	
S 2046	2:0	9.3	1948	2:7	1948	2:7	1948	2:7	1977	2:9	1997	2:4	
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S 2054	2:0	9.3	1950	2:7	1950	2:7	1950	2:7	1979	2:9	1999	2:4	
S 2058	2:0	9.3	1951	2:7	1951	2:7	1951	2:7	1980	2:9	2000	2:4	
S 2062	2:0	9.3	1952	2:7	1952	2:7	1952	2:7	1981	2:9	2001	2:4	
S 2066	2:0	9.3	1953	2:7	1953	2:7	1953	2:7	1982	2:9	2002	2:4	
S 2070	2:0	9.3	1954	2:7	1954	2:7	1954	2:7	1983	2:9	2003	2:4	
S 2074	2:0	9.3	1955	2:7	1955	2:7	1955	2:7	1984	2:9	2004	2:4	
S 2078	2:0	9.3	1956	2:7	1956	2:7	1956	2:7	1985	2:9	2005	2:4	
S 2082	2:0	9.3	1957	2:7	1957	2:7	1957	2:7	1986	2:9	2006	2:4	
S 2086	2:0	9.3	1958	2:7	1958	2:7	1958	2:7	1987	2:9	2007	2:4	
S 2090	2:0	9.3	1959	2:7	1959	2:7	1959	2:7	1988	2:9	2008	2:4	
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S 2098	2:0	9.3	1961	2:7	1961	2:7	1961	2:7	1990	2:9	2010	2:4	
S 2102	2:0	9.3	1962	2:7	1962	2:7	1962	2:7	1991	2:9	2011	2:4	
S 2106	2:0	9.3	1963	2:7	1963	2:7	1963	2:7	1992	2:9	2012	2:4	
S 2110	2:0	9.3	1964	2:7	1964	2:7	1964	2:7	1993	2:9	2013	2:4	
S 2114	2:0	9.3	1965	2:7	1965	2:7	1965	2:7	1994	2:9	2014	2:4	
S 2118	2:0	9.3	1966	2:7	1966	2:7	1966	2:7	1995	2:9	2015	2:4	
S 2122	2:0	9.3	1967	2:7	1967	2:7	1967	2:7	1996	2:9	2016	2:4	
S 2126	2:0	9.3	1968	2:7	1968	2:7	1968	2:7	1997	2:9	2017	2:4	
S 2130	2:0	9.3	1969	2:7	1969	2:7	1969	2:7	1998	2:9	2018	2:4	
S 2134	2:0	9.3	1970	2:7	1970	2:7	1970	2:7	1999	2:9	2019	2:4	
S 2138	2:0	9.3	1971	2:7	1971	2:7	1971	2:7	2000	2:9	2020	2:4	
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S 2162	2:0	9.3	1977	2:7	1977	2:7	1977	2:7	2006	2:9	2026	2:4	
S 2166	2:0	9.3	1978	2:7	1978	2:7	1978	2:7	2007	2:9	2027	2:4	
S 2170	2:0	9.3	1979	2:7	1979	2:7	1979	2:7	2008	2:9	2028	2:4	
S 2174	2:0	9.3	1980	2:7	1980	2:7	1980	2:7	2009	2:9	2029	2:4	
S 2178	2:0	9.3	1981	2:7	1981	2:7	1981	2:7	2010	2:9	2030	2:4	
S 2182	2:0	9.3	1982	2:7	1982	2:7	1982	2:7	2011	2:9	2031	2:4	
S 2186	2:0	9.3	1983	2:7	1983	2:7	1983	2:7	2012	2:9	2032	2:4	
S 2190	2:0	9.3	1984	2:7	1984	2:7	1984	2:7	2013	2:9	2033	2:4	
S 2194	2:0	9.3	1985	2:7	1985	2:7	1985	2:7	2014	2:9	2034	2:4	
S 2198	2:0	9.3	1986	2:7	1986	2:7	1986	2:7	2015	2:9	2035	2:4	
S 2202	2:0	9.3	1987	2:7	1987	2:7	1987	2:7	2016	2:9	2036	2:4	
S 2206	2:0	9.3	1988	2:7	1988	2:7	1988	2:7	2017	2:9	2037	2:4	
S 2210	2:0	9.3	1989	2:7	1989	2:7	1989	2:7	2018	2:9	2038	2:4	
S 2214	2:0	9.3	1990	2:7	1990	2:7	1990	2:7	2019	2:9	2039	2:4	
S 2218	2:0	9.3	1991	2:7	1991	2:7	1991	2:7	2020	2:9	2040	2:4	
S 2222	2:0	9.											

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 4 for important supplemental information.

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. I.)  
Aids to Navigation (digits are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
AI alternating	IO interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBS obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Oi orange	St M statute miles
DIA diaphone	m minutes	Oq quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Re Ref radar reflector	WHS whistle
		R BrBn radiobeacon	Y yellow

**Bottom characteristics:**

Bluds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Pk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

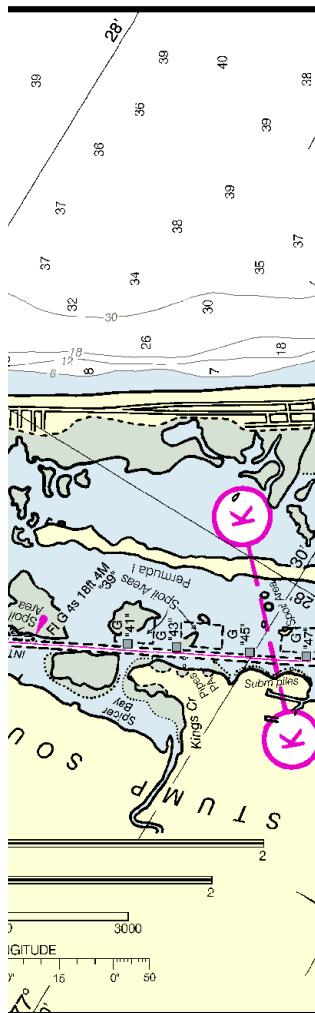
**Miscellaneous:**

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximates	Rcp reported	
(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: — — — — —



**HEIGHTS**  
Heights in feet above Mean High Water.



**NAUTICAL CHART 11541**  
**INTRACOASTAL WATERWAY**

THE NATION'S CHARTMAKER SINCE 1807

**NORTH CAROLINA**  
**NEUSE RIVER TO**  
**MYRTLE GROVE**  
**SOUND**



Chart 11541, 38th Ed., Nov. /08 ■  
Corrected through NM Nov. 29/08, LNM Nov. 25/08

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

Mercator Projection At Scale 1:40,000  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
North American Datum of 1983  
(World Geodetic System 1984)

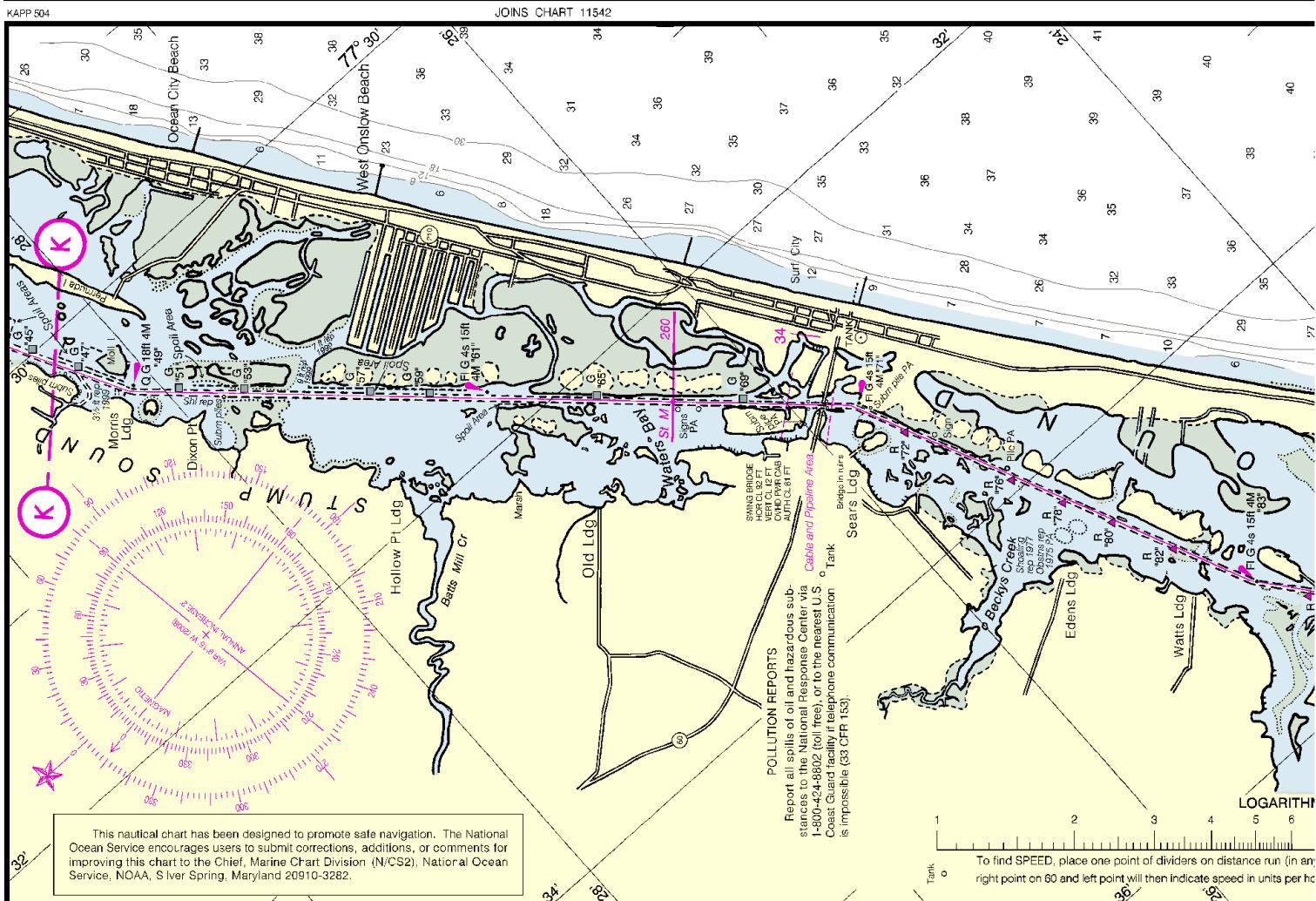
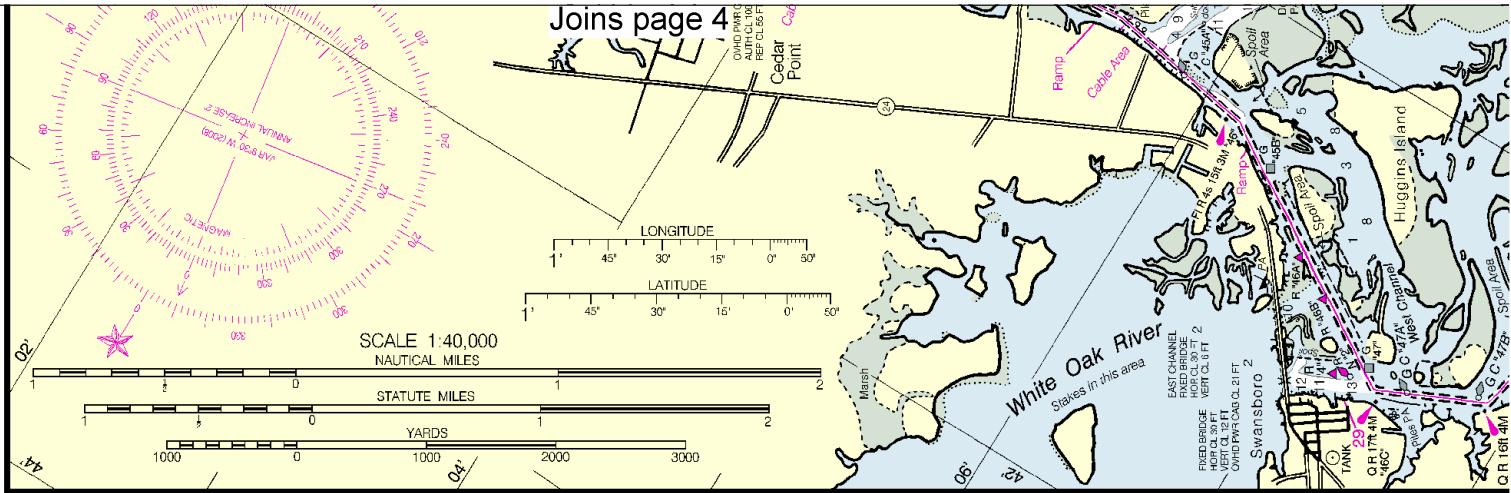
Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**AUTHORITIES**

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NAUTICAL CHART DIAGRAM  
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176117



**11541** 38th Ed., Nov. /08; Corrected through NM Nov. 29/08, LNM Nov. 25/08

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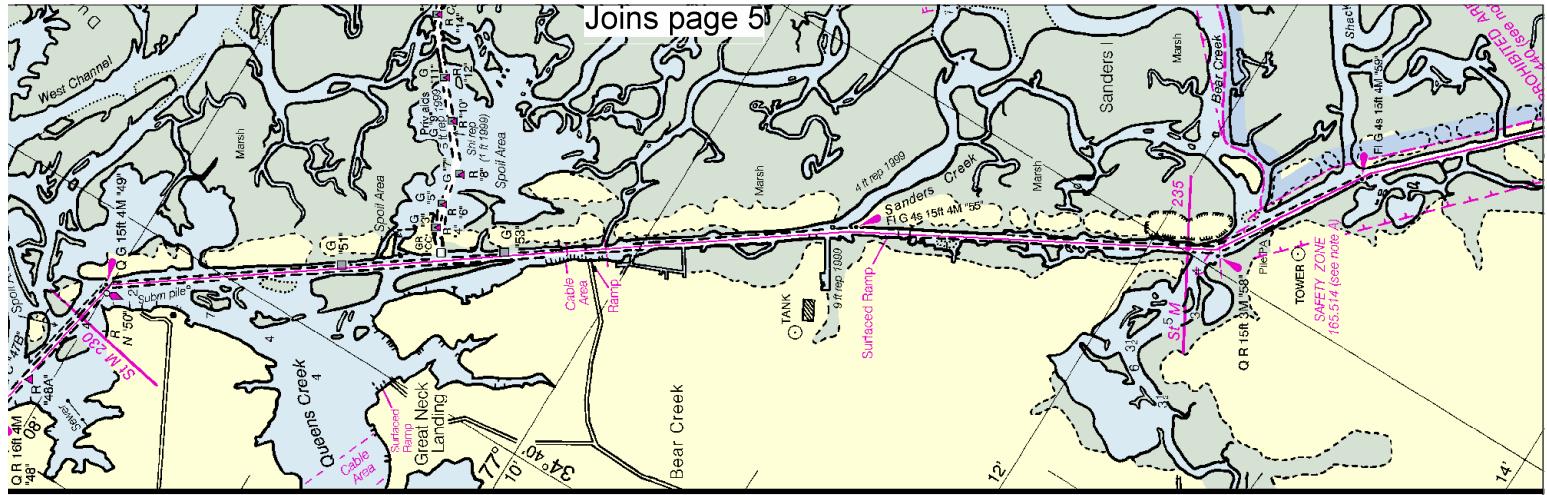
10

Printed at reduced scale.

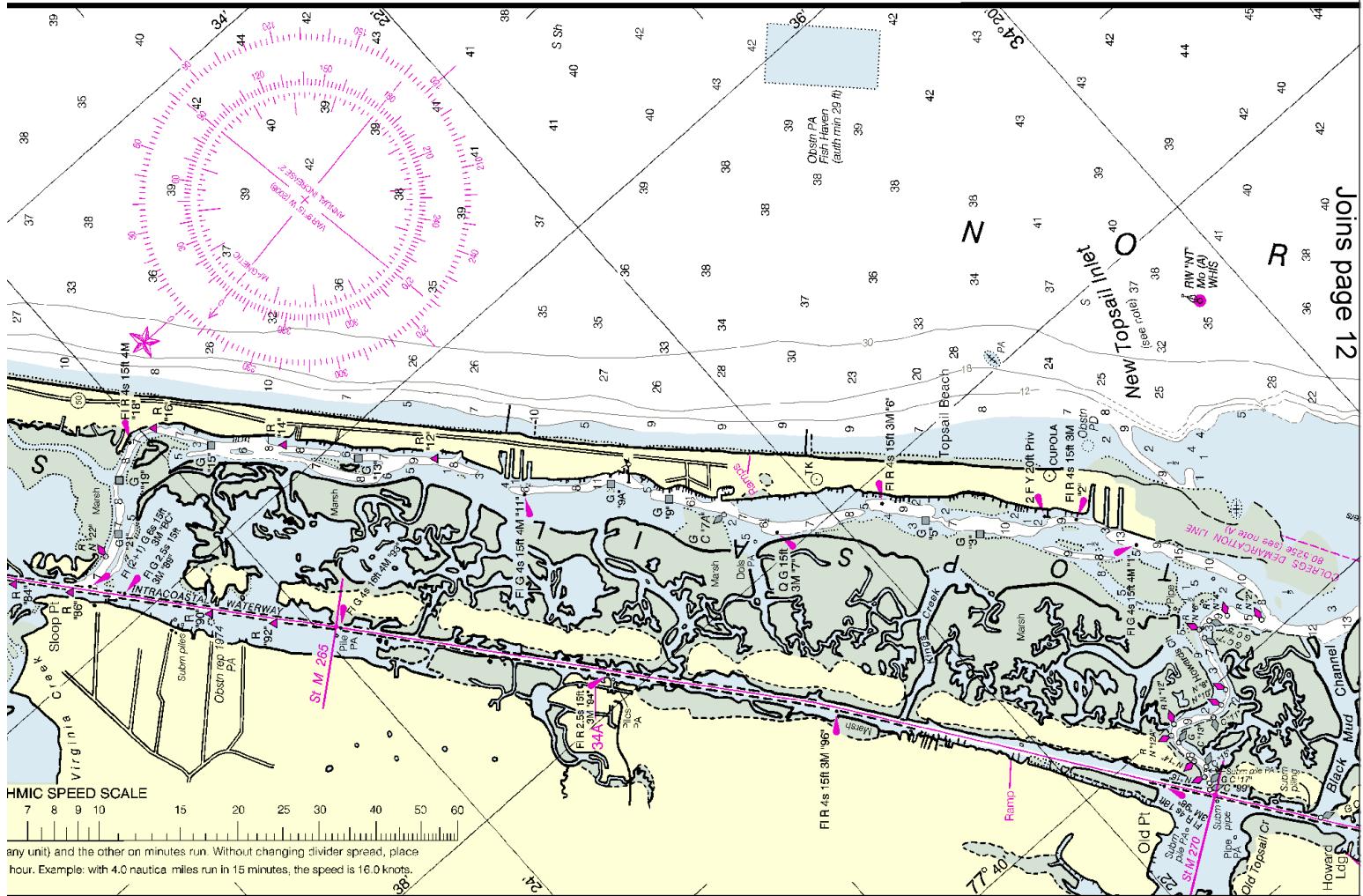
~~SCALE 1:40,000~~  
~~Nautical Miles~~

[See Note on page 5.](#)



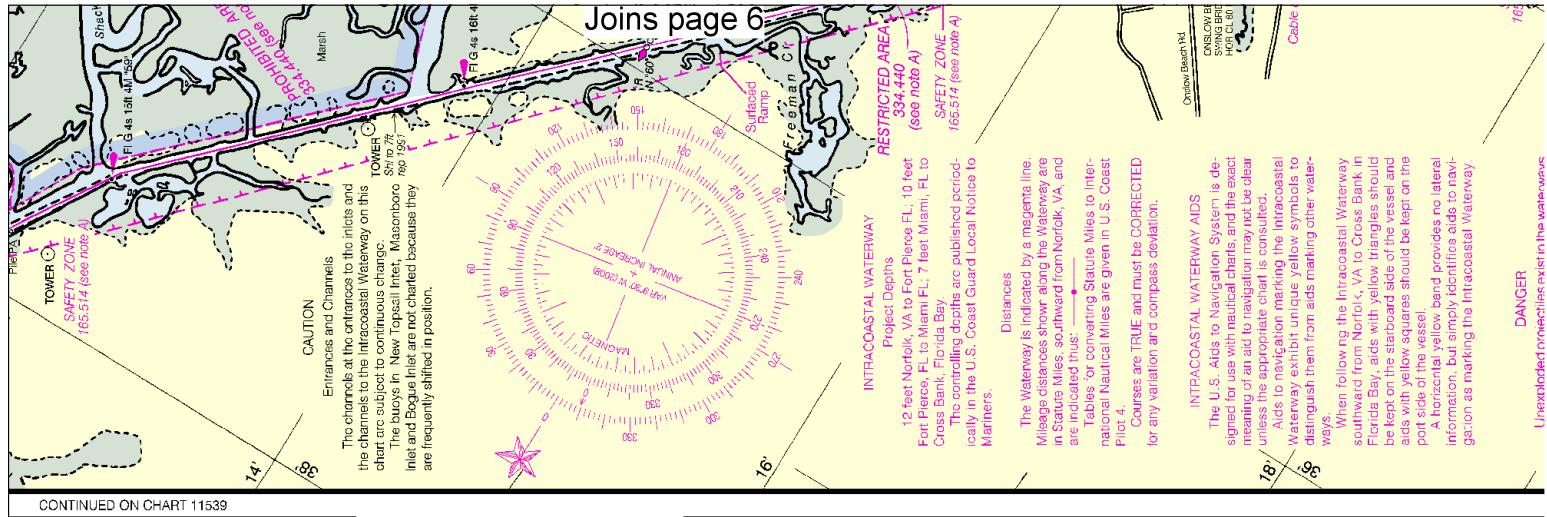


CONTINUED ON CHART 11539

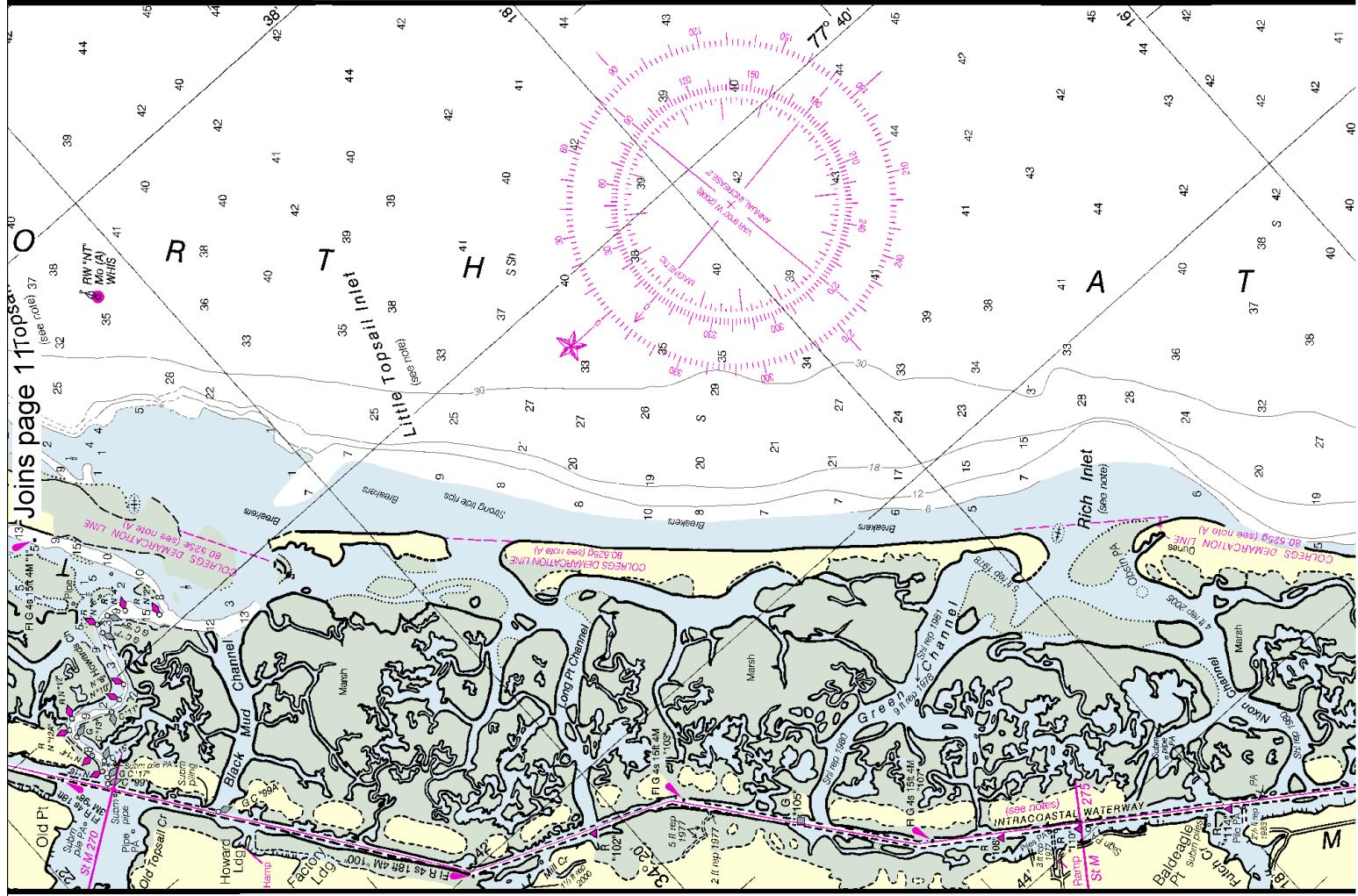


any unit) and the other on minutes run. Without changing divider spread, place hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

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CONTINUED ON CHART 11539



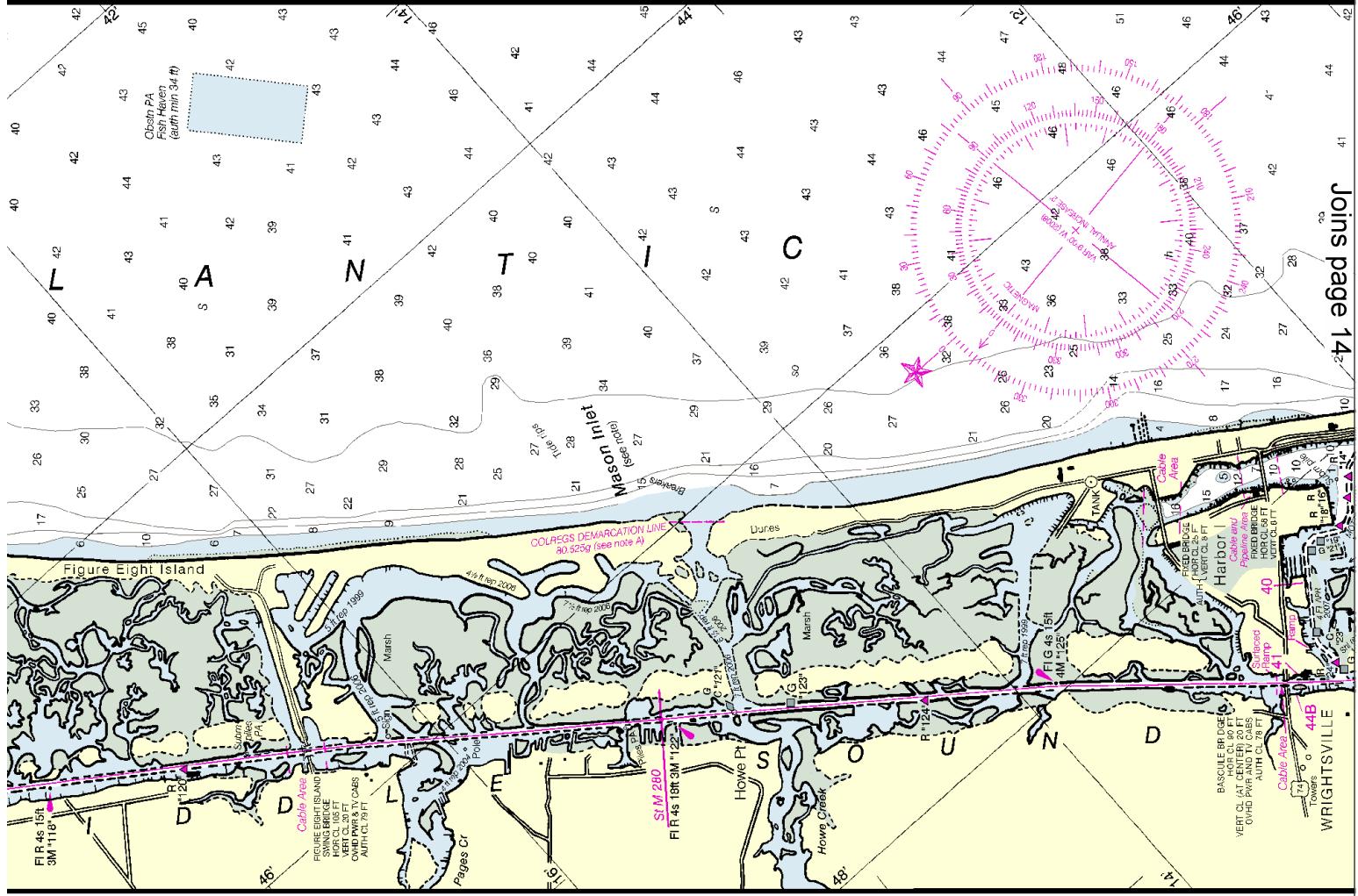
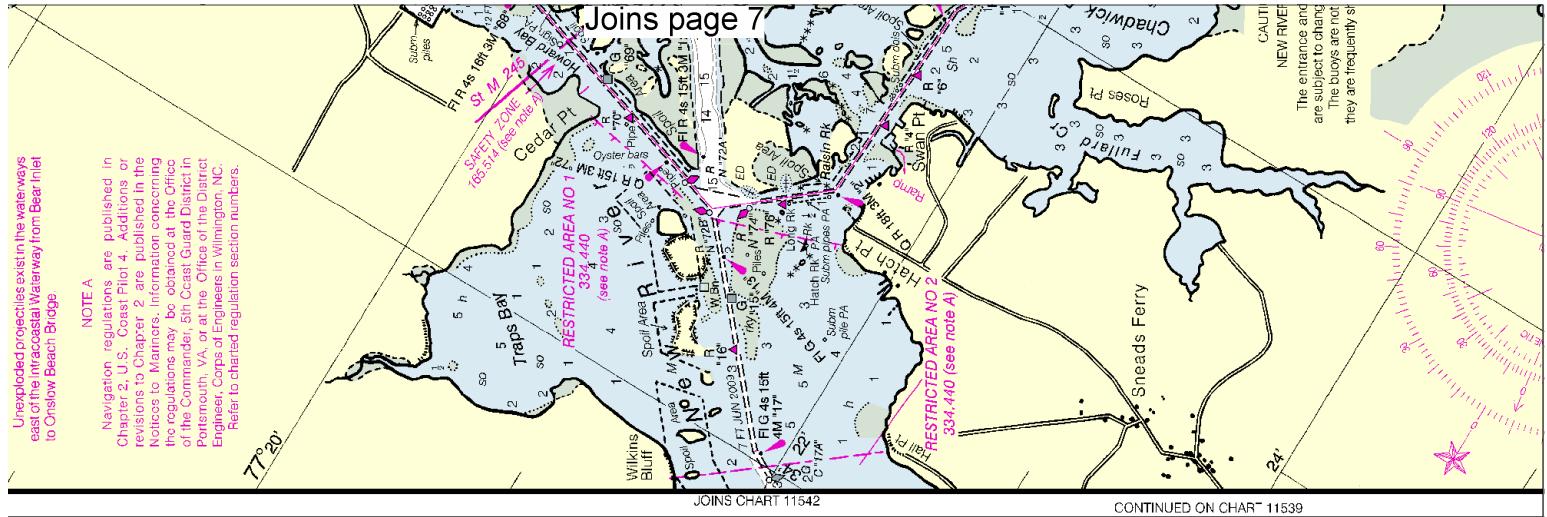
Joins page 18

Printed at reduced scale.

~~SCALE 1:40,000~~  
Nautical Miles

[See Note on page 5.](#)





Joins page 19



Published at Washington, D.C.  
**U.S. DEPARTMENT OF COMMERCE**  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

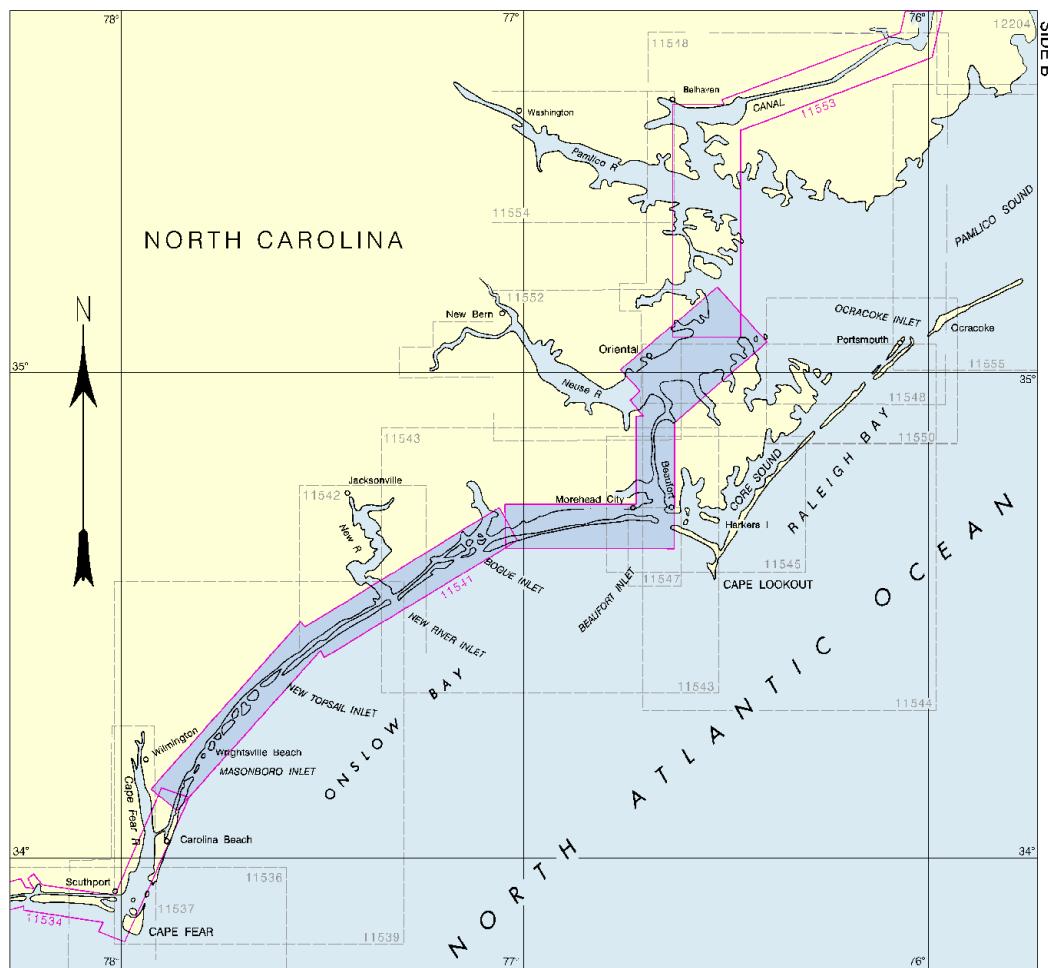
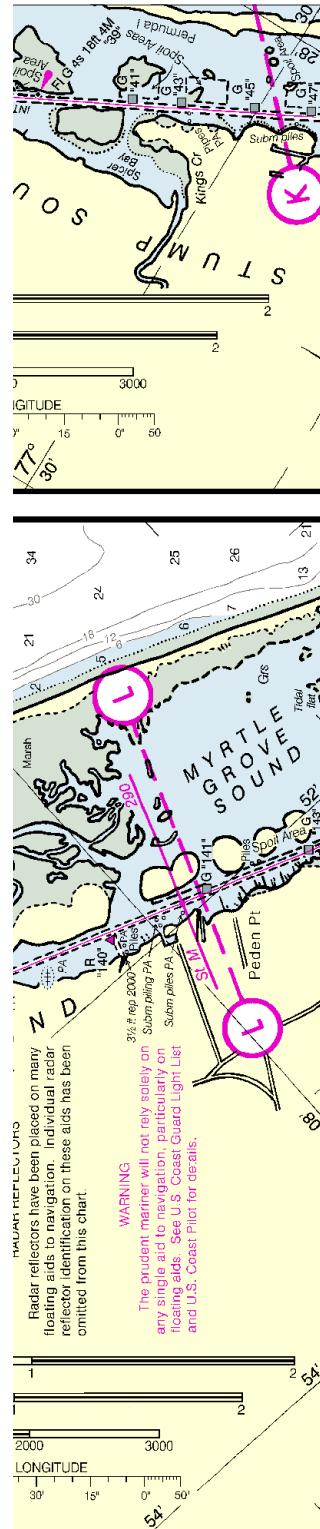
Mercator Projection At Scale 1:40,000  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
North American Datum of 1983  
(World Geodetic System 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## NAUTICAL CHART DIAGRAM



NSN 7642014010274  
NGA REFERENCE NO 11YHA1154

A standard linear barcode is located in the bottom right corner of the page.

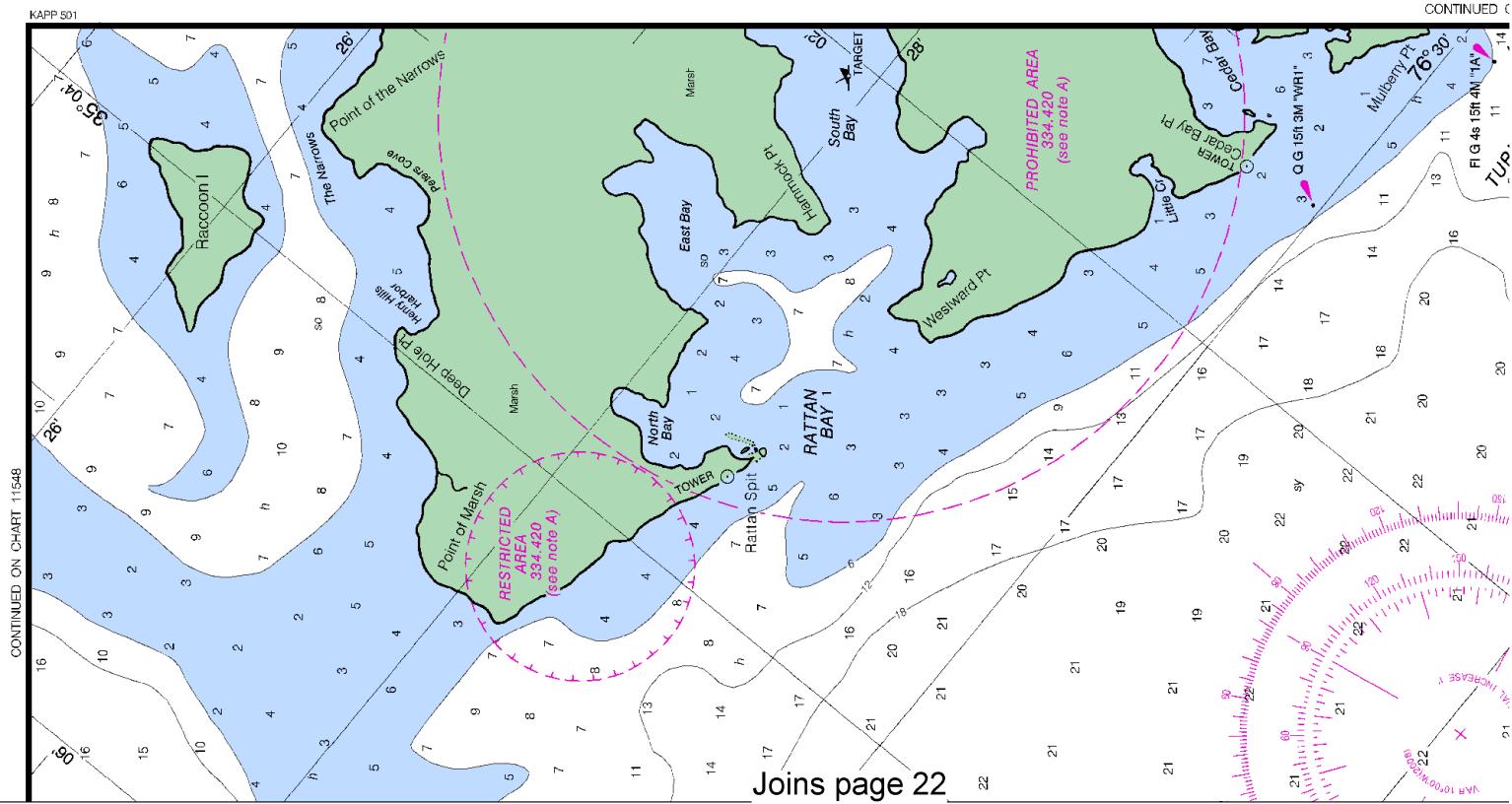
Joins page 10

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PQ  
Report all  
instances to the  
1-800-424-8880  
Coast Guard if  
it is impossible to

To find SPEED, place one point of dividers on distance run (in any right point on 60 and left point will then indicate speed in units per hr.

**11541** 38th Ed., Nov. /08; Corrected through NM Nov. 29/08, LNM Nov. 25/08

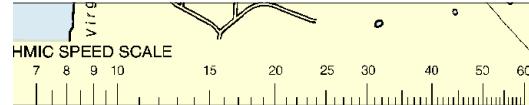


Printed at reduced scale.

~~SCALE 1:40,000~~  
Nautical Miles

**See Note on page 5.**

16



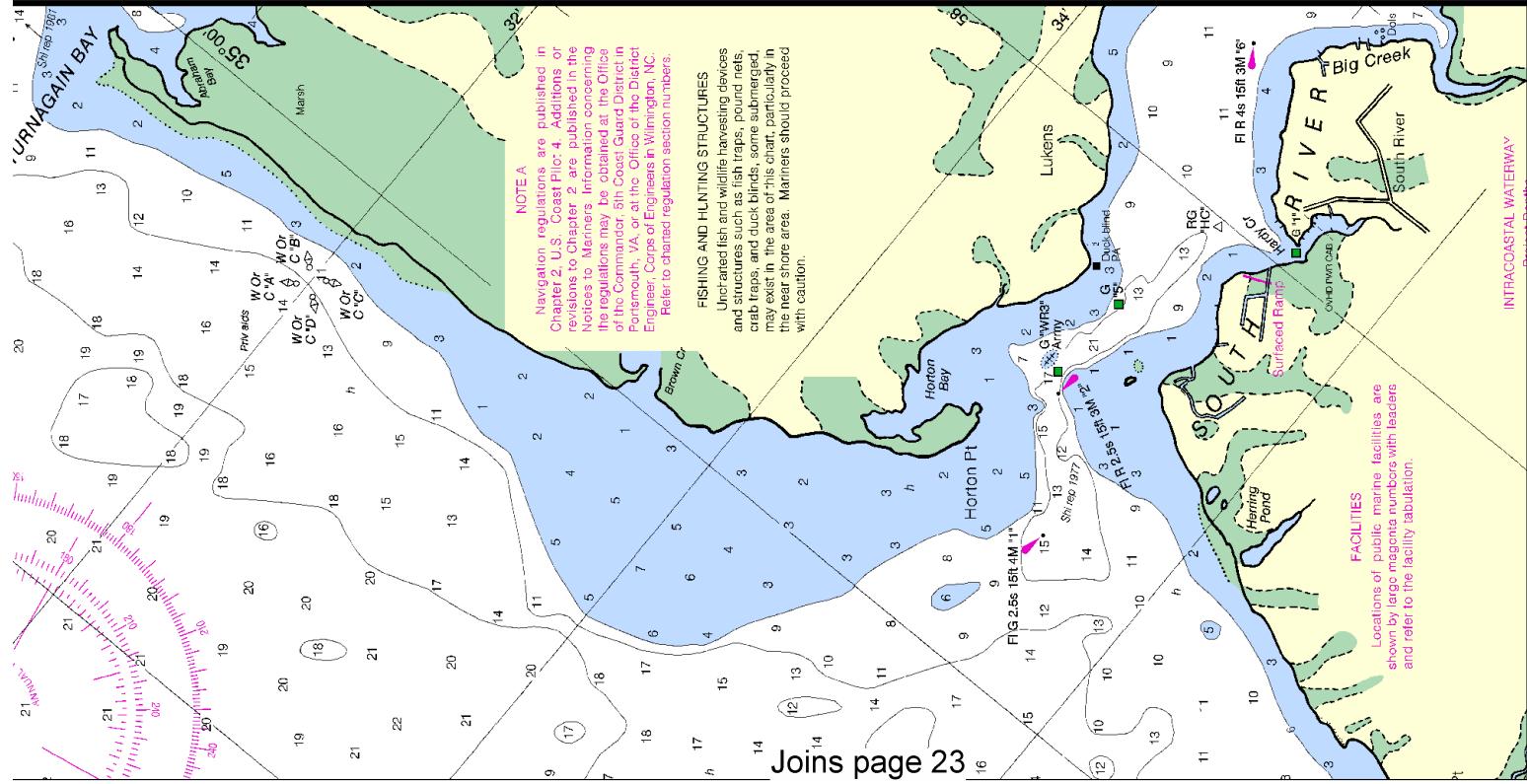
any unit) and the other on minutes run. Without changing divider spread, place hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

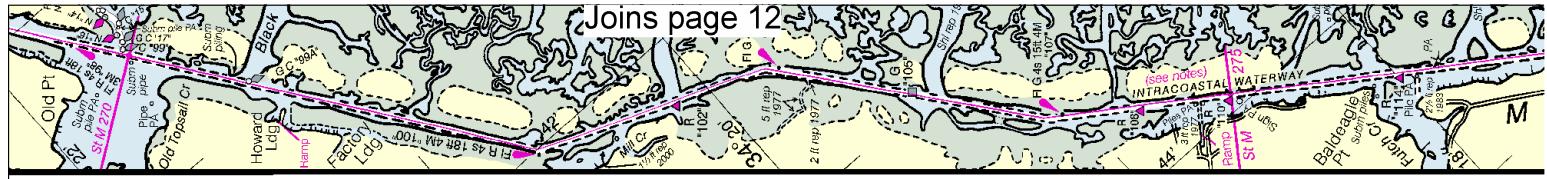
FIG 4s 15ft 3M



ON CHART 11548

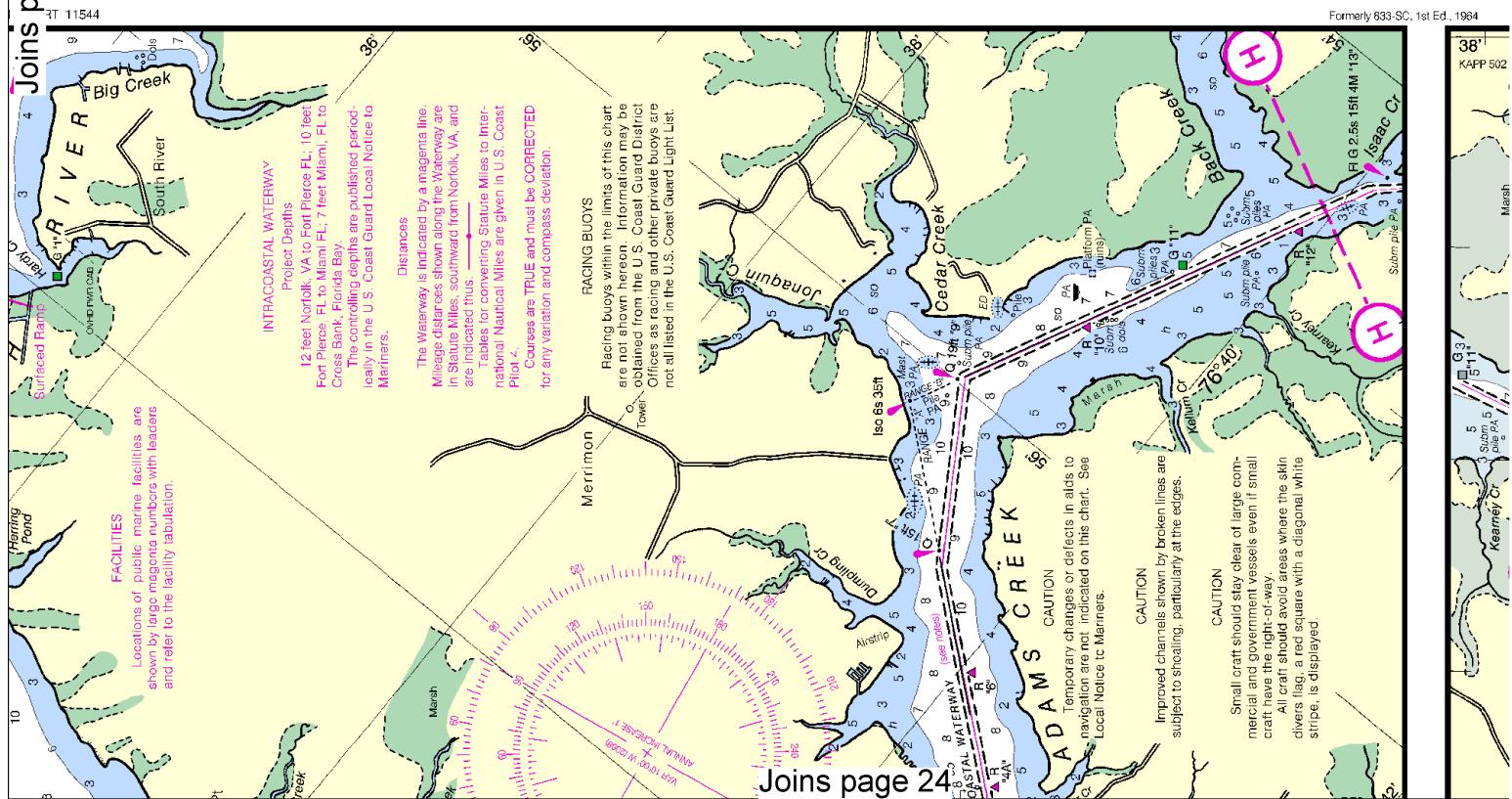
CONTINUED ON CHART 11544





Joins page 12

Joins page 17



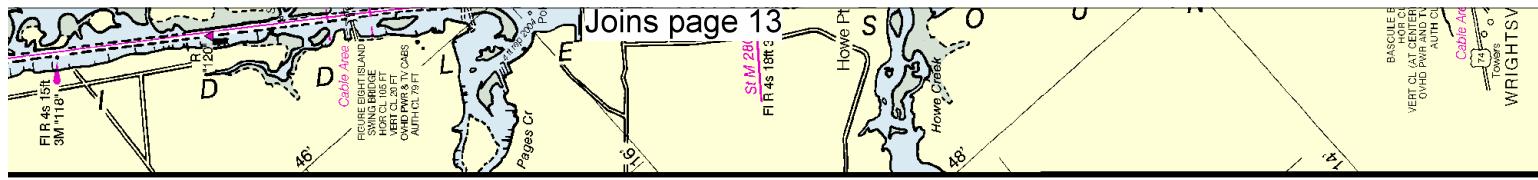
Joins page 2

See Note on page 5.

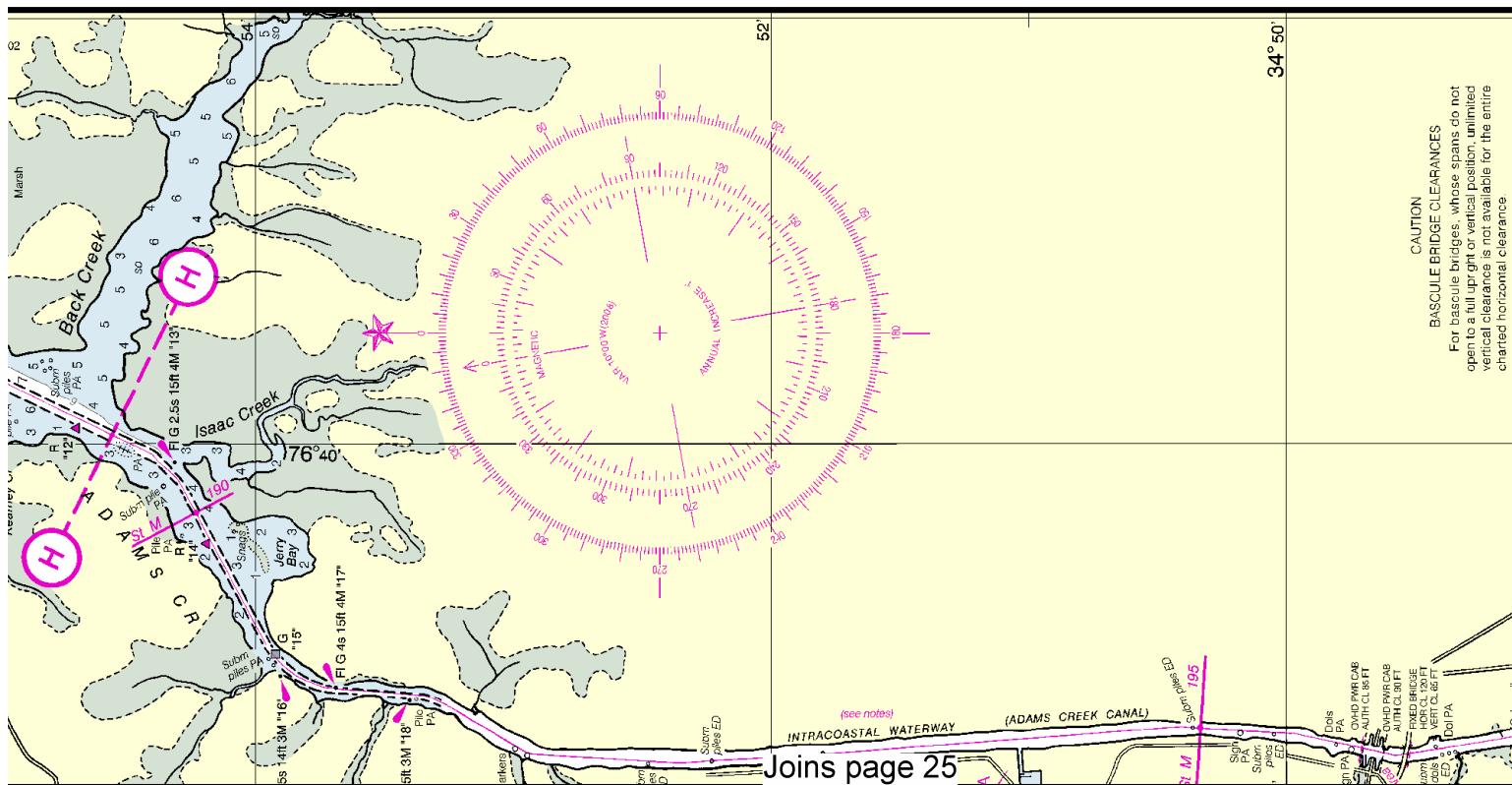
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~~SCALE 1:40,000~~  
Nautical Miles

18

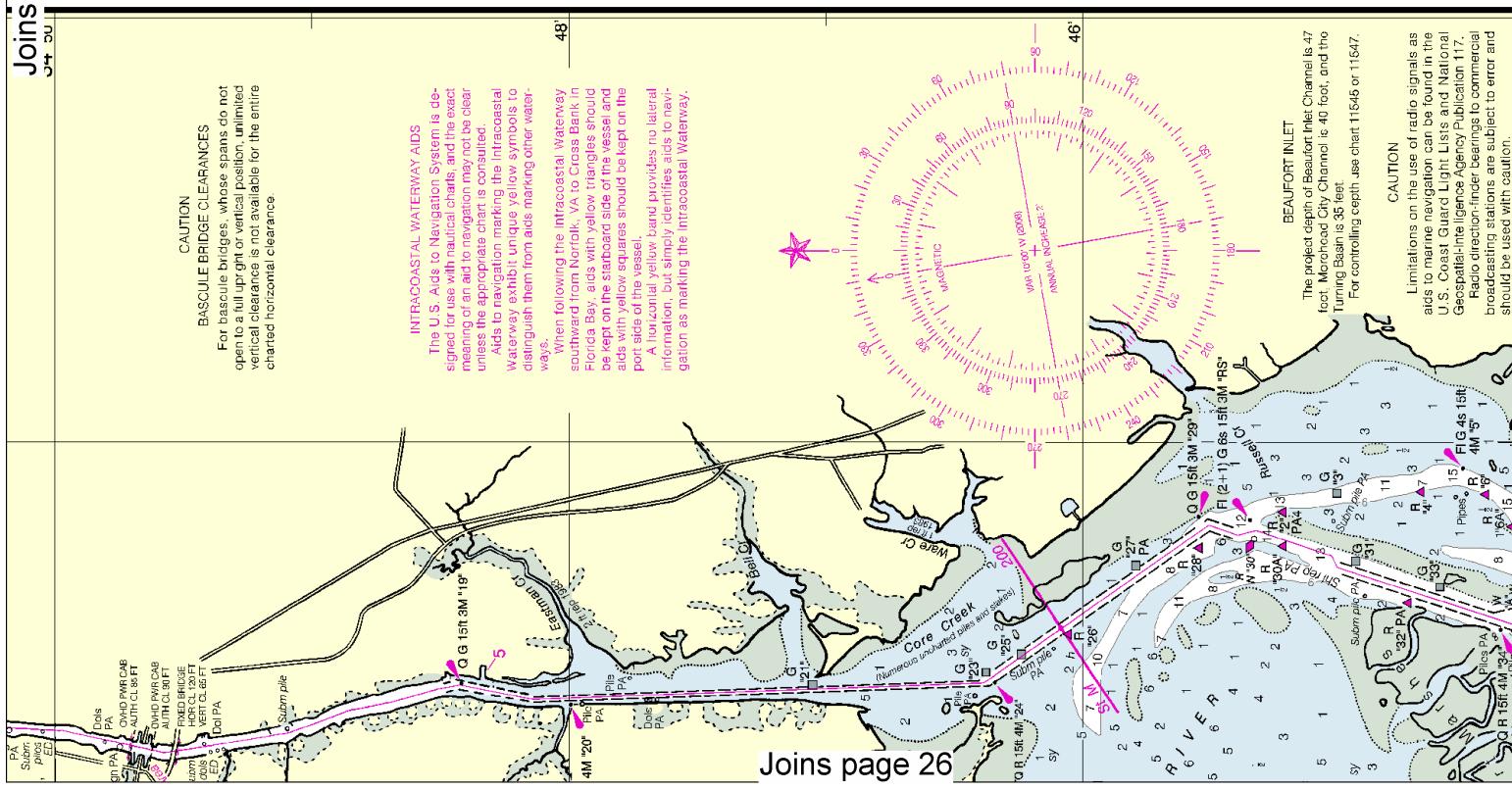


Joins page 20



**CAUTION**  
**BASCULE BRIDGE CLEARANCE**  
For bascule bridges, whose spans open to a full upright or vertical position, vertical clearance is not available until charted horizontal clearance.

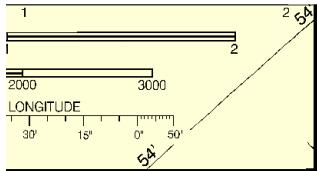
19



Printed at reduced scale.

~~SCALE 1:40,000~~  
~~Nautical Miles~~

**See Note on page 5.**

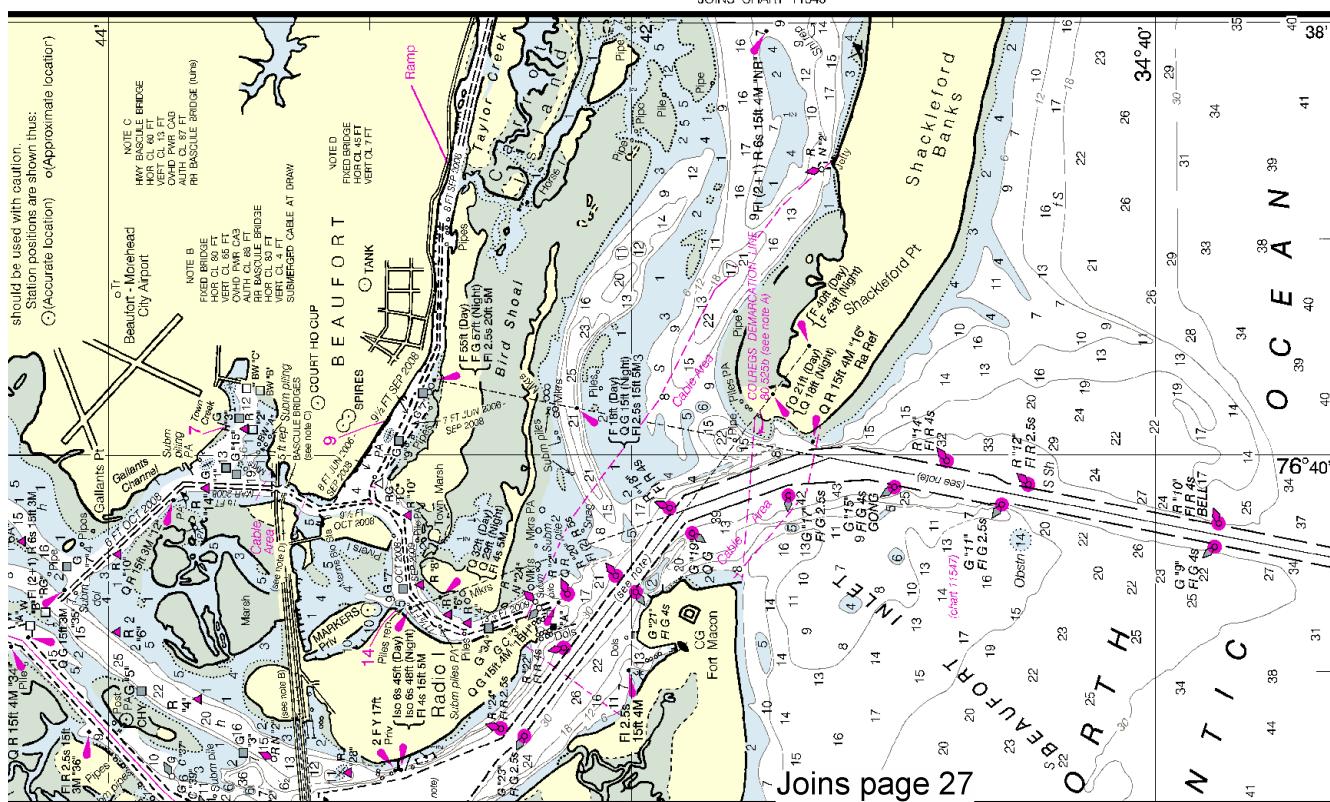


Joins page 15



NSN 7642014010274  
NGA REFERENCE NO. 11XHA11541

ED NO. 38



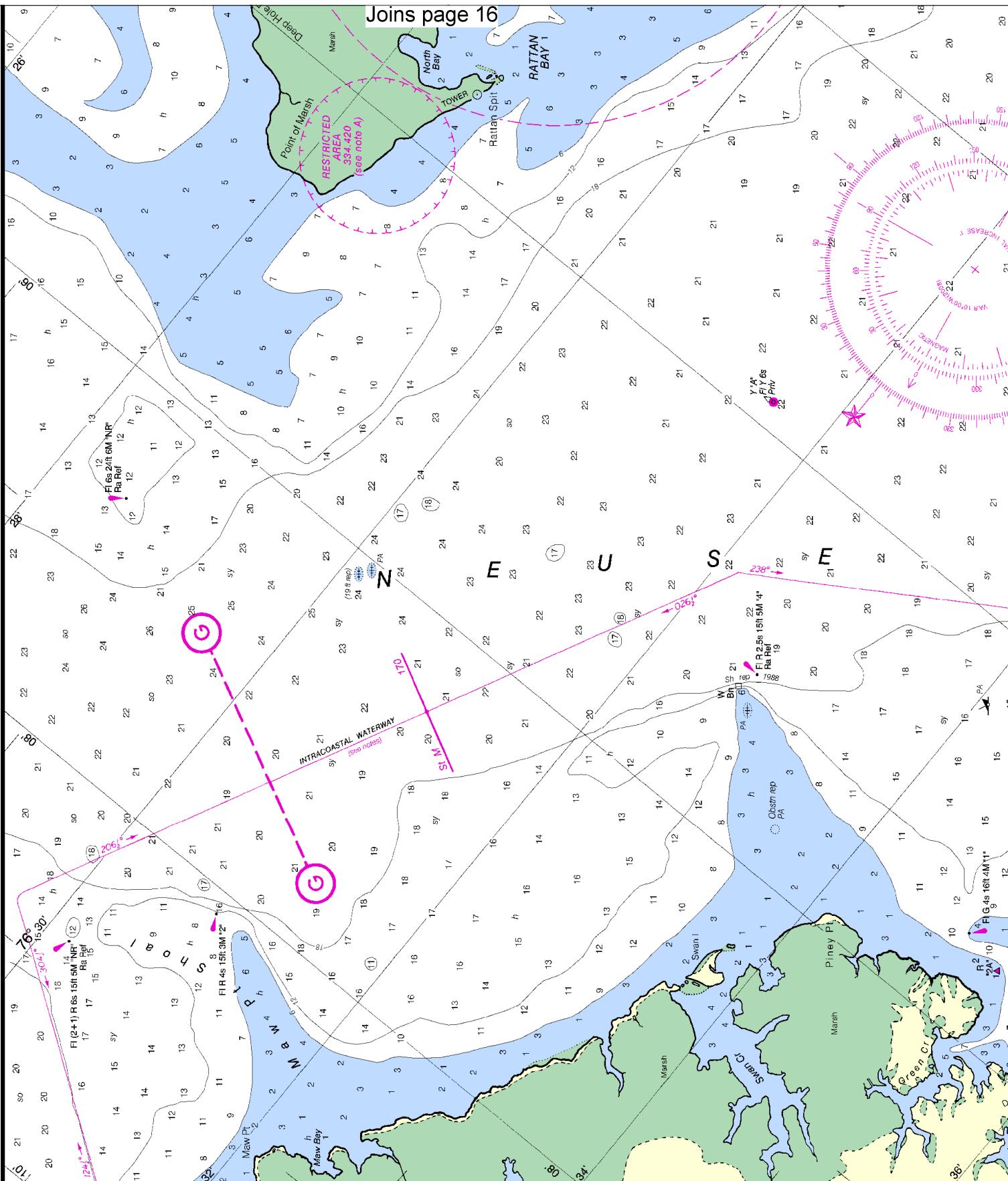
Joins page 16

CONTINUED ON CHART 11548

SIDE A

DIMS CHART 11553 (SIDE B)

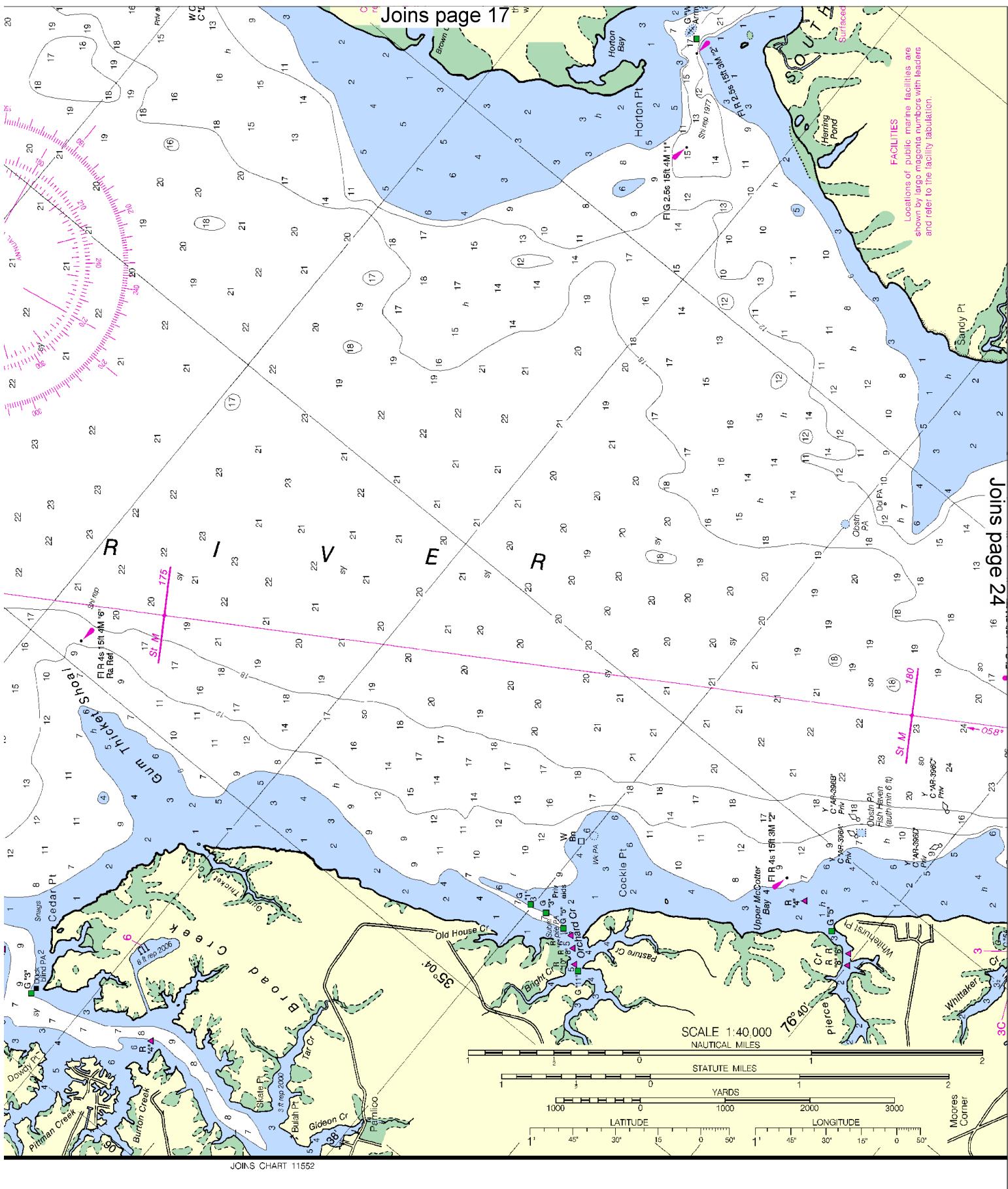
11541 38th Ed., Nov. /08; Corrected through NM Nov. 29/08, LNM Nov. 25/08



Printed at reduced scale.

~~SCALE 1:40,000~~  
Nautical Miles

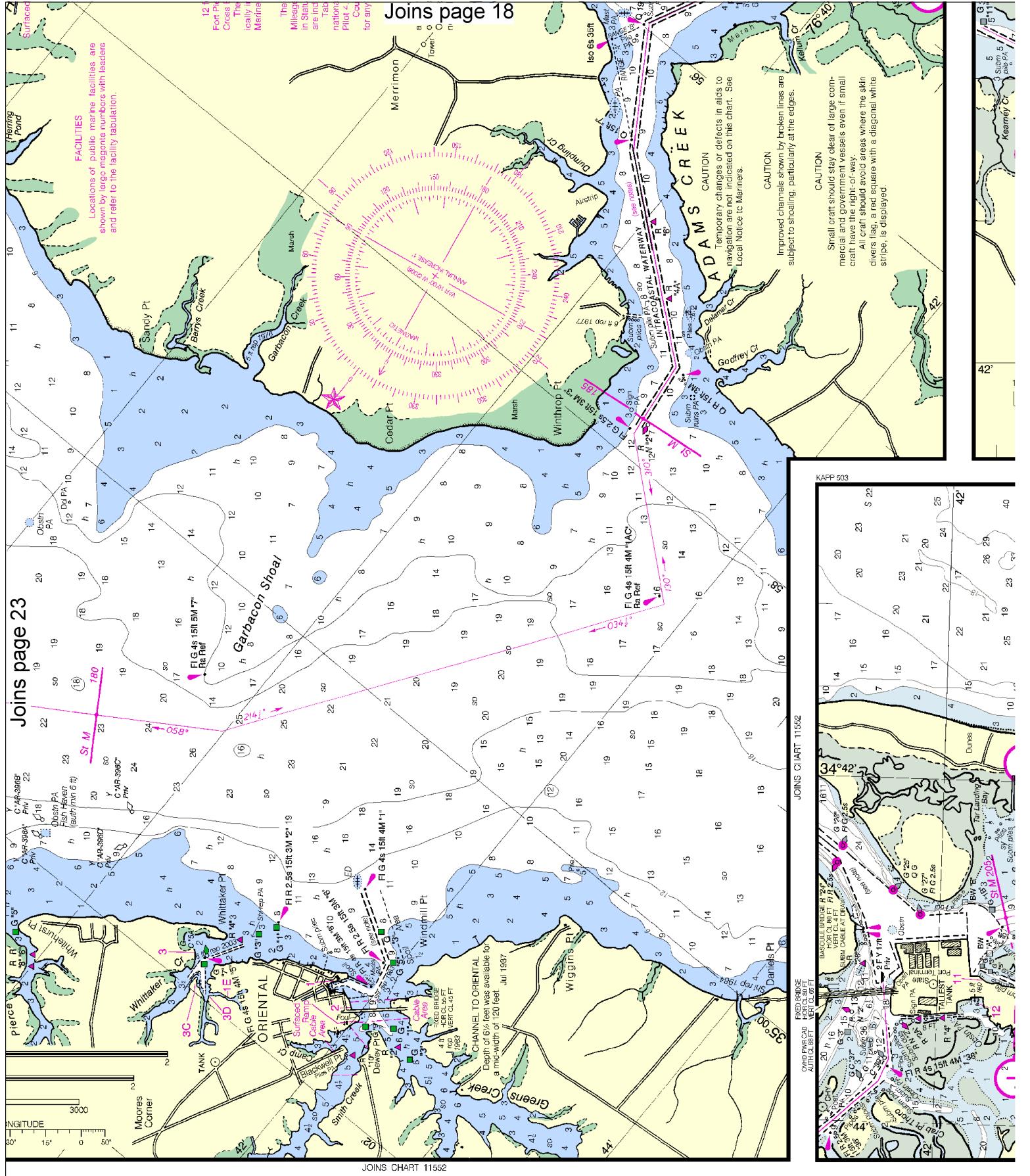
**See Note on page 5.**



Joins page 23

## Joins page 18

**FACILITIES** Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.



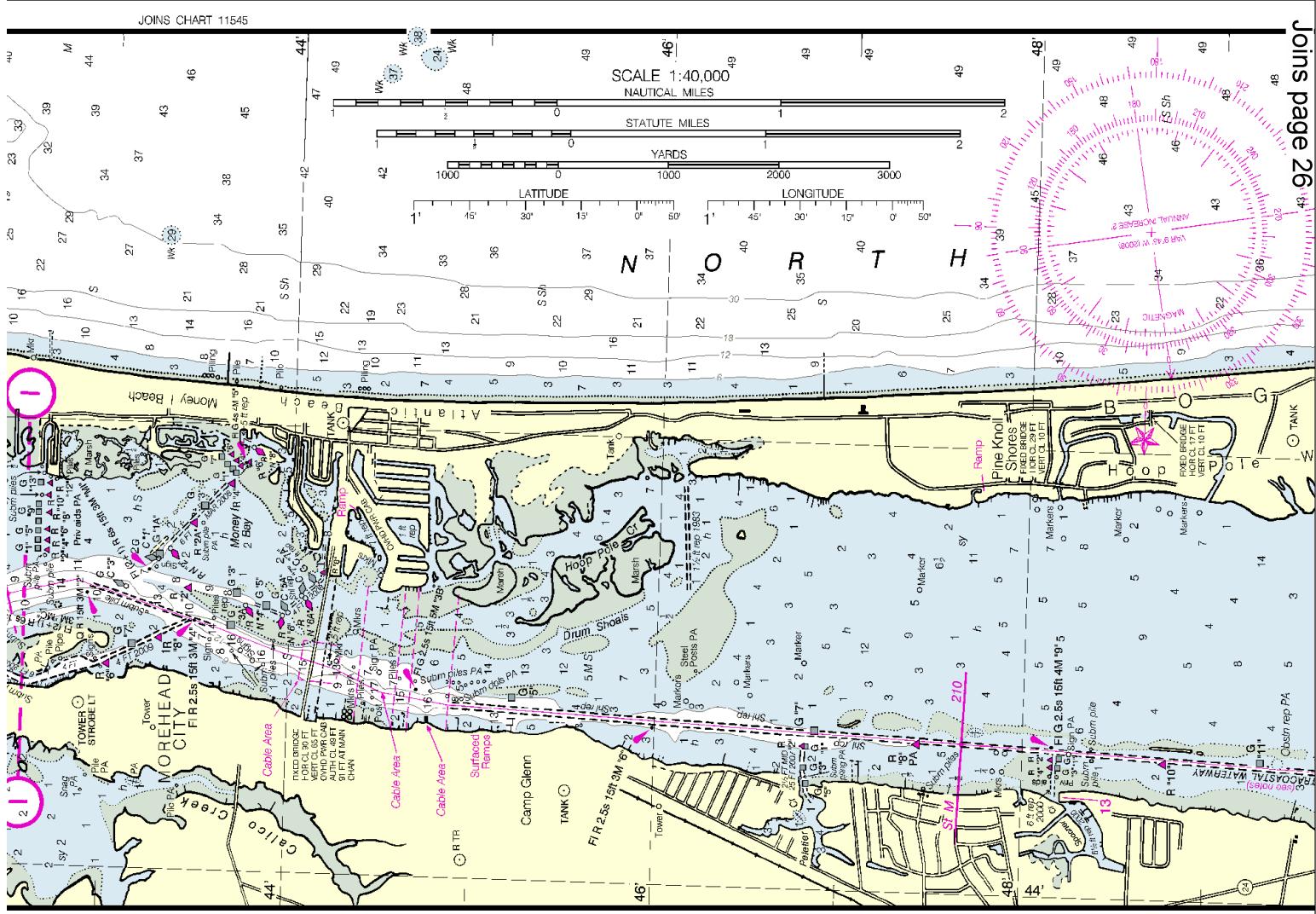
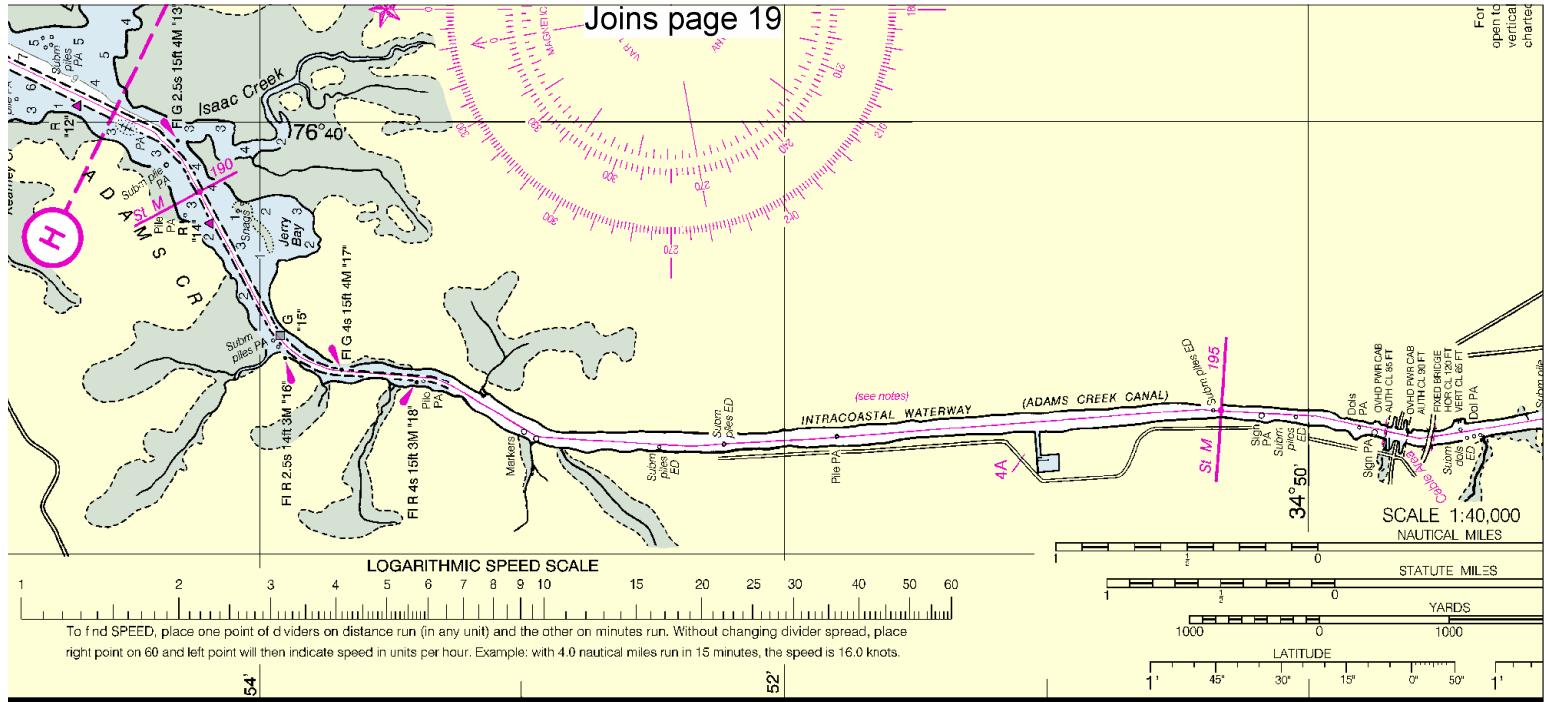
Printed at reduced scale.

~~SCALE 1:40,000~~  
Nautical Miles

[See Note on page 5.](#)

24

Joins page 19

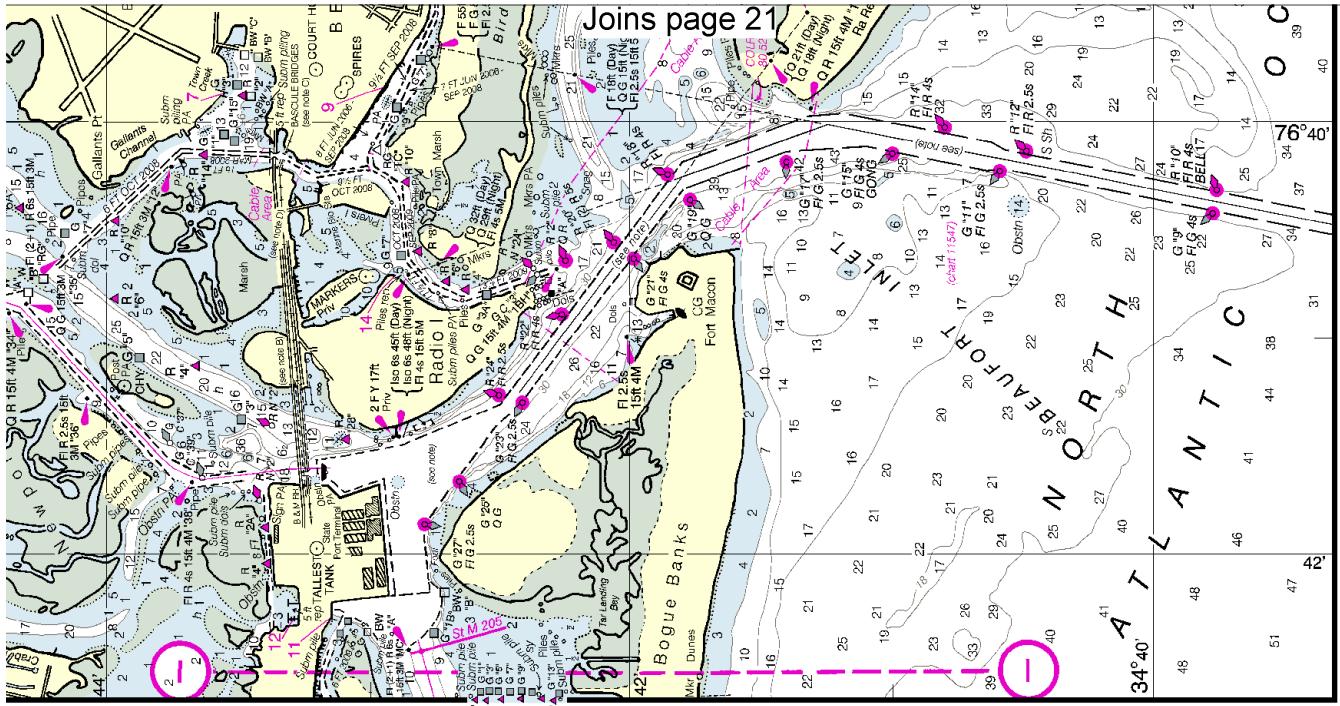


26

Printed at reduced scale.

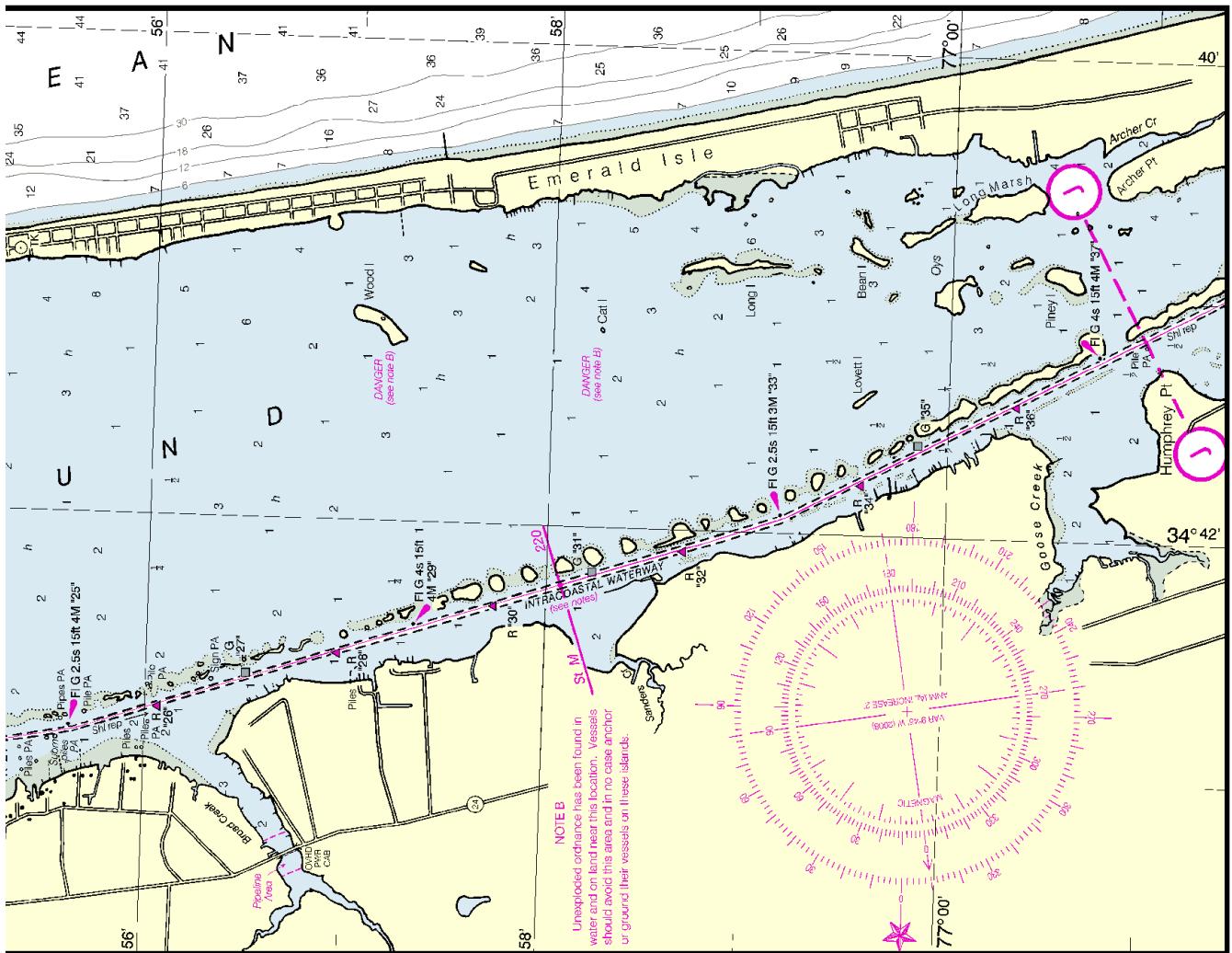
~~SCALE 1:40,000~~  
Nautical Miles

[See Note on page 5.](#)



JOINS CHART 11545

SIDE A



11541

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

- Channel 6** – Inter-ship safety communications.
- Channel 9** – Communications between boats and ship-to-coast.
- Channel 13** – Navigation purposes at bridges, locks, and harbors.
- Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
- Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
- Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Ocracoke** – 919-928-3711/4731

**Coast Guard Wrightsville Beach** – 910-256-4224/3469

**Coast Guard Search & Rescue** – 800-418-7314/410-576-2525

**NC Wildlife Resources Comm** – 800-662-7137

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



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**Official BookletCharts™** – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts™** – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot®** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

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**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).